AUGUST 4, 1945

Railway Age

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BALDWIN

A GREAT NAME IN RAILROADING

DIESEL ROAD LOCOMOTIVE

BLW THE BALDWIN GROUP

BALDWIN LOCOMOTIVES

The Baldwin Locomotive Works, Locomotive and Ordnance Division, Philadelphia, Pa. Offices: Philadelphia, New York, Chicago, Washington, Boston, Cleveland, Detroit, St. Louis, San Francisco, Houston, Pittsburgh

BALDWIN SERVES THE NATION WHICH THE RAILROADS HELPED TO BUILD

OF PROGRESS

keeping wheels turning

Keeping wheels turning is the job of our railroads. It is a wartime job which is being done outstandingly well as current freight mileage figures keep right on testifying.

The job of chilled car wheel manufacturers is to keep the wheels *of progress* turning . . . to keep developing product improvements without interruption. Setting the industry's pace is the AMCCW, an organization which insists on integrity and demands a high degree of responsibility. Within its membership, leaders in the industry accept — as a condition of good Association standing, the uninterrupted maintenance of increasingly high standards of product quality.

Member companies offer more than lip service to achieve the goal of wheel improvement. As railroad service requirements have increased, new designs have been developed in anticipation of these requirements.

The thoroughness with which standards are upheld can be judged from the seven rigid tests which guarantee uniformity.

ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

230 PARK AVENUE, NEW YORK 17, N. Y. • 445 NORTH SACRAMENTO BOULEVARD, CHICAGO 12, ILL.

Organized To Achieve: Uniform Specifications — Uniform Inspection — Uniform Product

4141

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933 at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price $6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 119, No. 5.

For Higher Strength at Lower Cost

MAYARI
(RHYMES WITH "FIERY")
STAYBOLT STEELS

Here are some plain, unadorned facts, amply borne out by the experience of American railroads:

A — Bethlehem Mayari Staybolt Steels have higher strength than materials formerly used. They are obtainable in either 50,000 or 55,000 minimum tensile.

B — This extra strength is combined with high fatigue- and shock-resistance; good ductility and machineability.

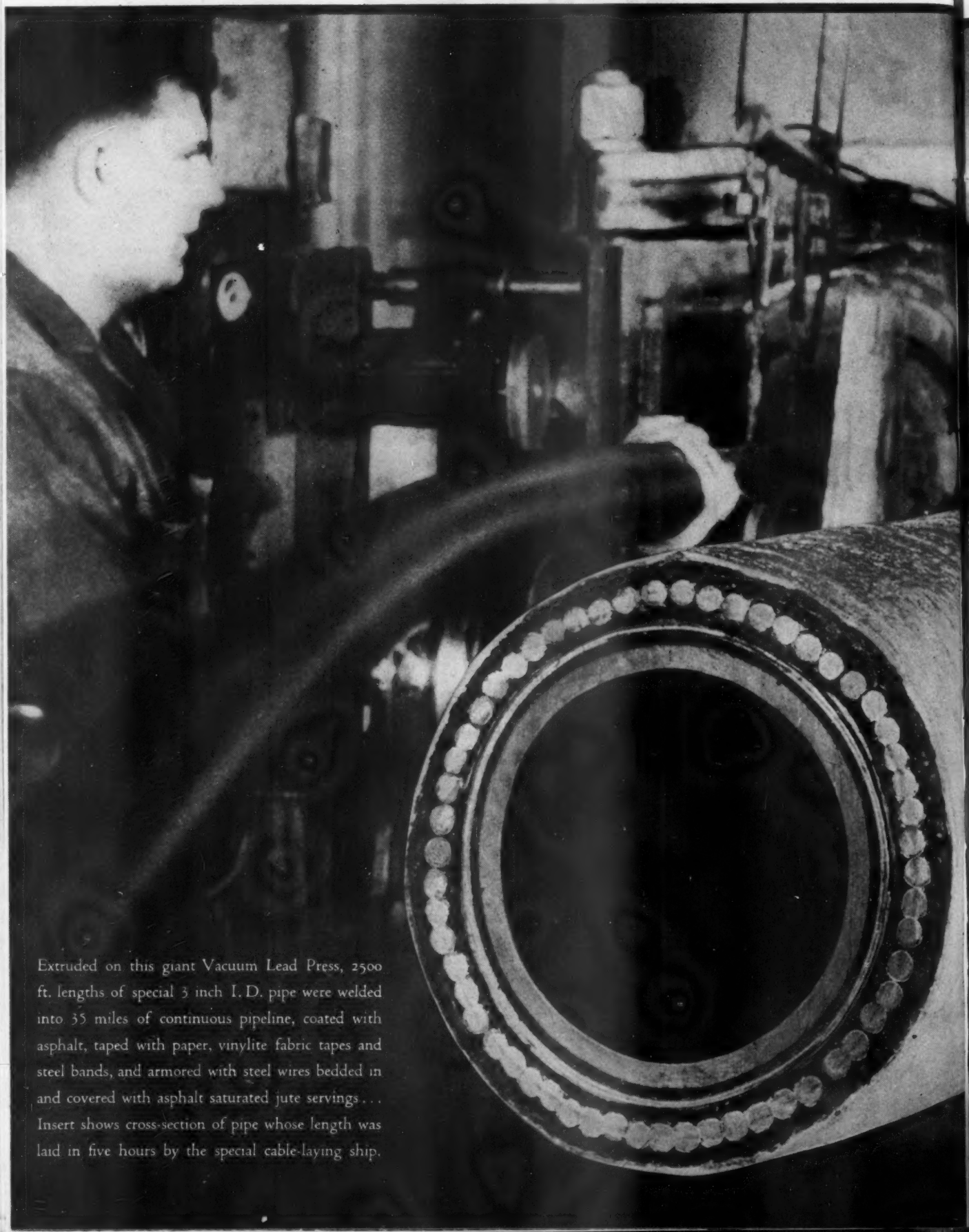
C — Mayari upsets easily, giving you clean, symmetrical, tight-fitting heads.

That's the **A—B—C** of Mayari Staybolt Steels. Yet Mayari actually *costs you less* than a number of other materials used for the purpose.

All we ask is: Get some Mayari Staybolt Steels and give them a test—as thorough a test as you wish. Then *you* be the judge of their merits.

BETHLEHEM STEEL

A PIPE DREAM



Extruded on this giant Vacuum Lead Press, 2500 ft. lengths of special 3 inch I. D. pipe were welded into 35 miles of continuous pipeline, coated with asphalt, taped with paper, vinylite fabric tapes and steel bands, and armored with steel wires bedded in and covered with asphalt saturated jute servings . . . Insert shows cross-section of pipe whose length was laid in five hours by the special cable-laying ship.

COME TRUE . . .

With the active interest of General Eisenhower, and Allied officers, Admiral Lord Louis Mountbatten conceived a series of pipelines under the English Channel to feed precious oil and gasoline to Allied fighting forces speeding across France, Belgium, Luxembourg and Germany.

Experience in making the largest submarine electric-power cables enabled General Cable to volunteer undertaking its part of this important contract with its own existing facilities. General Cable quickly started making this continuous 35-mile pipe, thanks to available equipment commandeered from its coast-to-coast plants, its wealth of research and engineering talent, plus dogged determination to speed Victory. In about nine months from installation, the under sea traffic fuel from England to the continent via channel pipelines had totalled 120,000,000 gallons, freeing oil tankers, cars and other transport for more vital duties. With public recording of this secret comes the buoyant feeling that dreams do come true and many more, as yet unrevealed, will foster progress in a peace we all can share.

GENERAL CABLE CORPORATION

General Cable Corporation Sales Offices are located at Atlanta, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, Houston, Kansas City (Mo.), Los Angeles, New York, Philadelphia, Pittsburgh, Rome (N.Y.), St. Louis, San Francisco, Seattle, Washington (D. C.)

They sail around

- - one reason why these 3 ALCO-G.E. diesel-electrics can handle switching more efficiently

"Our present work schedule would require seven steam locomotives like those released. Not only are three Alco-G.E. diesel-electrics handling all the work, but they are doing it at considerably lower cost."

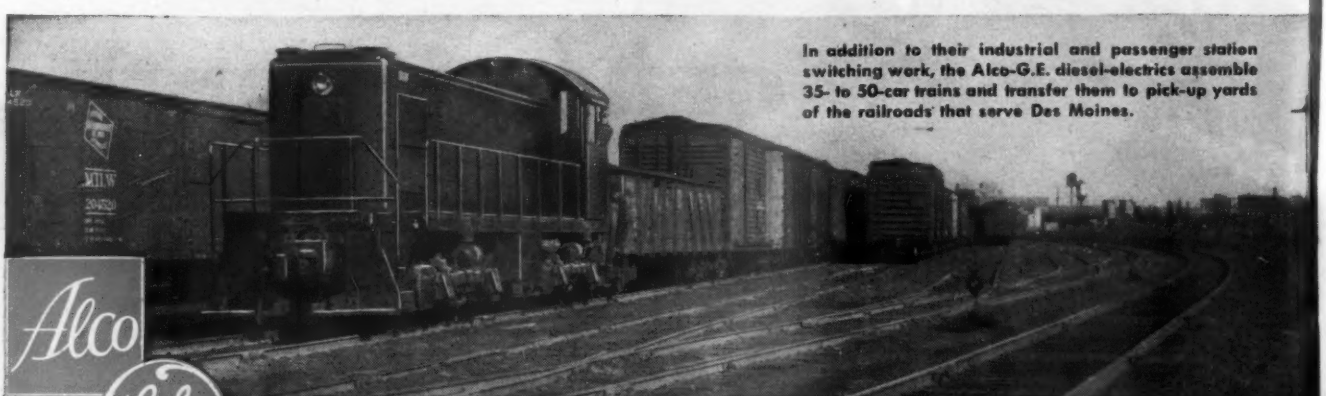
THAT'S how W. A. Hahnen, General Manager of the Des Moines Union Railway, feels about the three Alco-G.E. diesel-electrics that have been working for him since 1940.

Before these three units were put into service, seven steam locomotives were being pushed to operate a shift a day per locomotive, handling an average of 11,000 cars a month. Three diesel-electrics have taken over all that work, which includes the serving of 150 Des Moines industries.

One important advantage the diesel-electrics have over steamers in industrial switching is their ability to go around sharp curves—up to 40 degrees in curvature—without derailing. And because the diesel-electrics present no fire hazard, they can enter buildings safely and go right up to the loading docks.

As in the case of many other users of Alco-G.E. diesel-electrics, the Des Moines Union's savings have been more than enough to pay for these locomotives within five years.

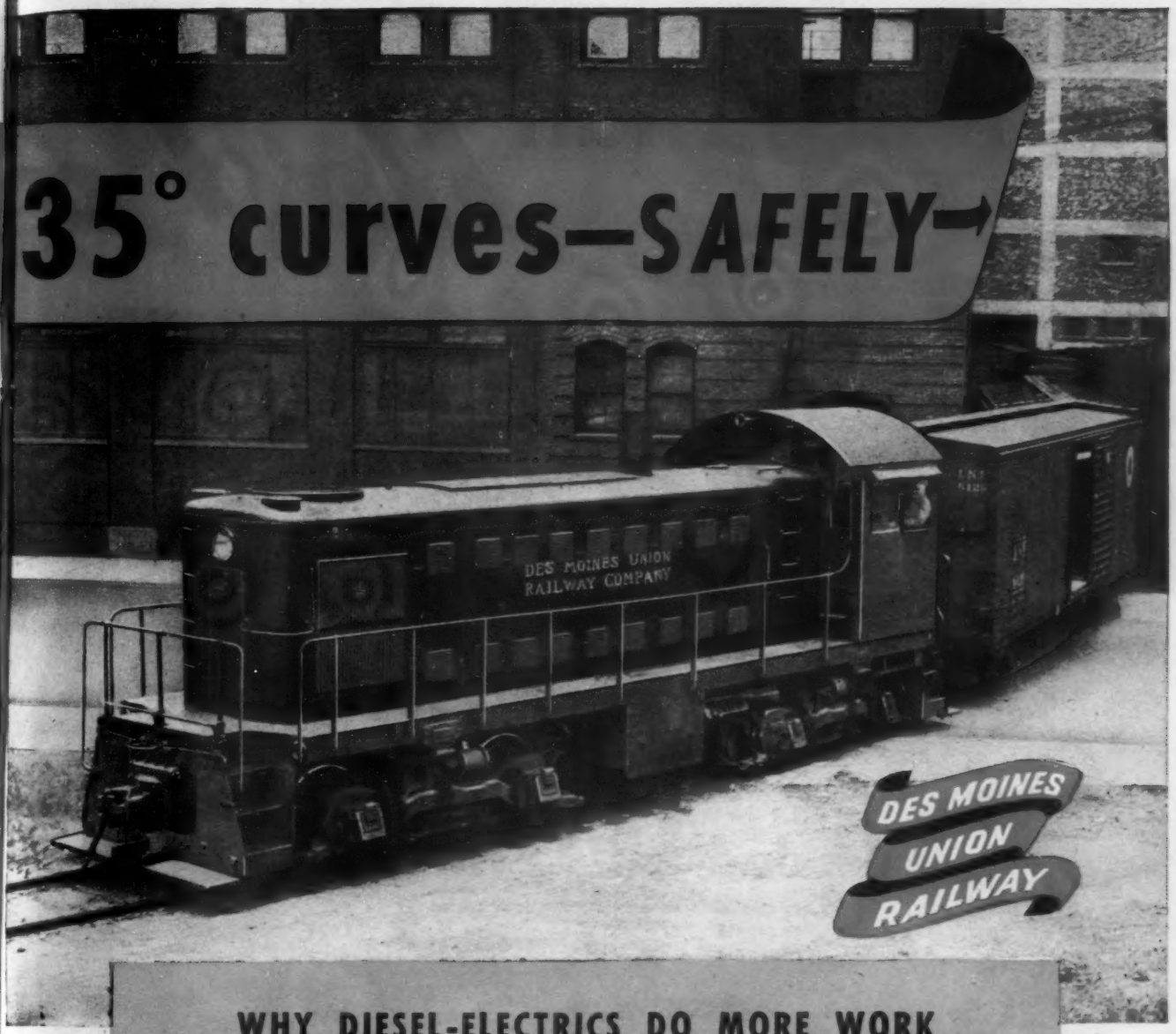
To determine what savings you can make with Alco-G.E. diesel-electrics, ask our engineers to work with your own on a motive-power study. Our recommendations will be impartial, because we build all three types of motive power—diesel-electric, electric, and steam.



In addition to their industrial and passenger station switching work, the Alco-G.E. diesel-electrics assemble 35- to 50-car trains and transfer them to pick-up yards of the railroads that serve Des Moines.

Alco GE

AMERICAN LOCOMOTIVE



WHY DIESEL-ELECTRICS DO MORE WORK IN LESS TIME AT LOWER COST

1. Availability averages 90 to 93 per cent, compared with 50 to 65 per cent for steamers because there is no waiting for steaming up or time out for servicing.

2. Faster acceleration in switching movements, because of greater initial tractive effort and less dead weight.

3. Excellent visibility from operator's position, because of low engine hood and absence of tender.

4. Less affected by climatic conditions; low temperatures that adversely affect steaming operations are a benefit to electric equipment.

5. Operating costs are much less than those of steamers, because of high thermal efficiency of the diesel engine, elimination of standby losses and absence of water costs.

6. Track maintenance and wear are reduced because the diesel-electric has a rigid wheel-base that is short, and has no reciprocating drive.

7. Expensive servicing facilities, such as water-treating plants, coal and ash handling equipment, are reduced or entirely eliminated.

8. Electric drive insures a smooth application of power which prevents shock damage to cars and lading.

9. The smoke nuisance is eliminated.

and GENERAL ELECTRIC

Let This Be a Tribute to the Jeep: It fought with our fighting men wherever they went . . . in bitter cold and desert heat . . . through mud and over mountains . . . from the beaches of Normandy to the heart of Germany, and in Italy and the Pacific. No terrain was too rough, no assignment too tough, for this battle-scarred little veteran that won America's heart while it helped win its battles. The mighty jeep is part of history.

GREAT STEEL FROM GREAT LAKES

GREAT LAKES STEEL

N-A-X ALLOY DIVISION • DETROIT 18, MICHIGAN

Million Fighting Jeeps

N-A-X HIGH-TENSILE STEEL

...and every jeep built is framed with N-A-X HIGH-TENSILE STEEL

In the frame of this great fighting vehicle is a steel that takes to punishment the way a jeep takes to warfare ... N-A-X High-Tensile Steel.

It is a fine-grained, low-alloy steel—strong, ductile, tough—with exceptional resistance to fatigue. Excellent weldability, good corrosion-resistance, and adaptability to cold-forming round out the qualifications.

Around these properties, U. S. Army engineers and the manufacturer of the jeep designed a *lightweight* yet rugged frame, able to stand up under the worst that wear and weather can offer. The durability of the jeep is a triumph of strength over deadweight in design.

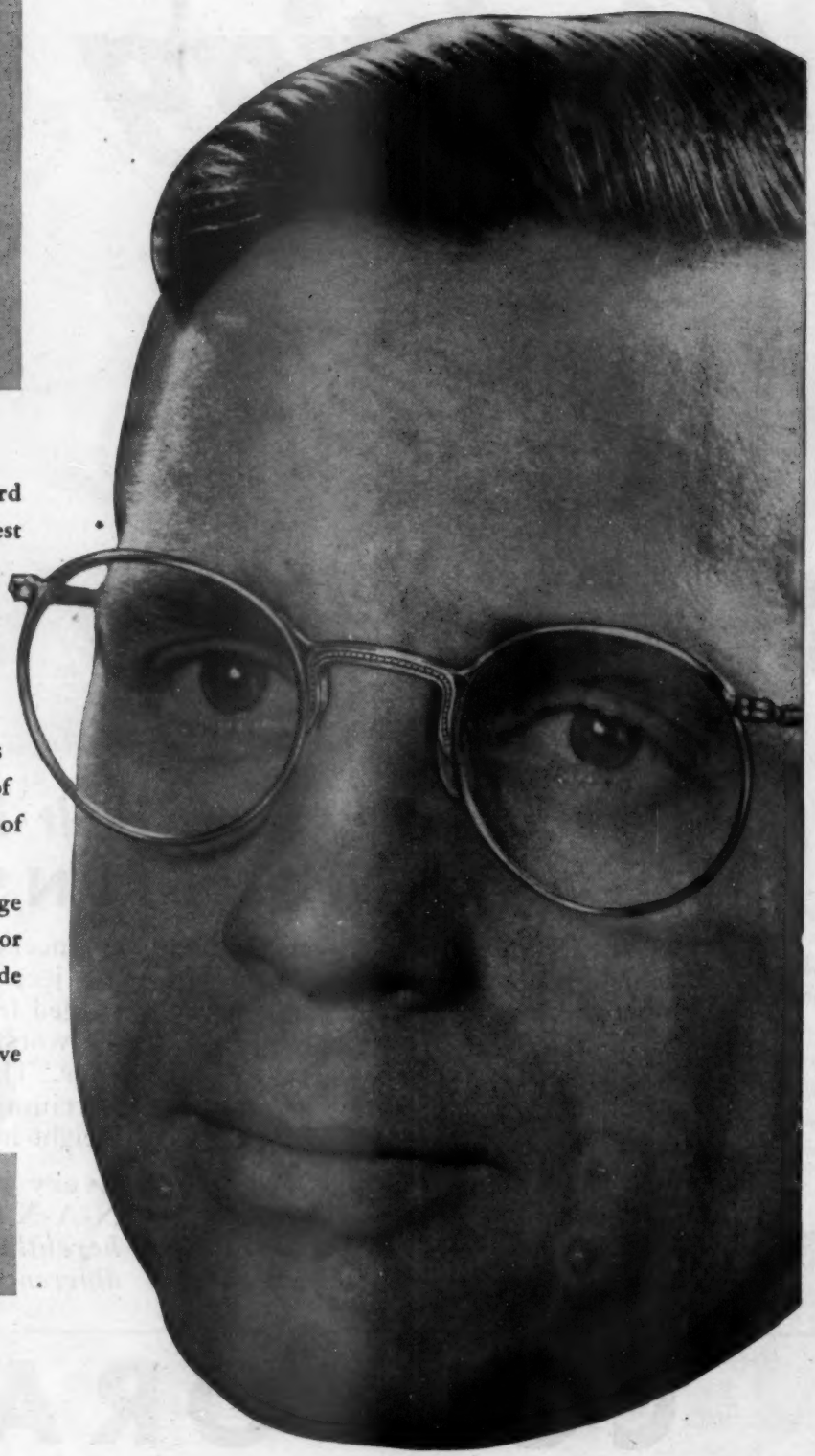
Every jeep built is framed with N-A-X High-Tensile Steel. *Its inherently finer grain makes all the difference.*

CORPORATION

UNIT OF NATIONAL STEEL CORPORATION

AO Ful-Vue Safety Goggles

Eye Protection plus Comfort and Good Looks



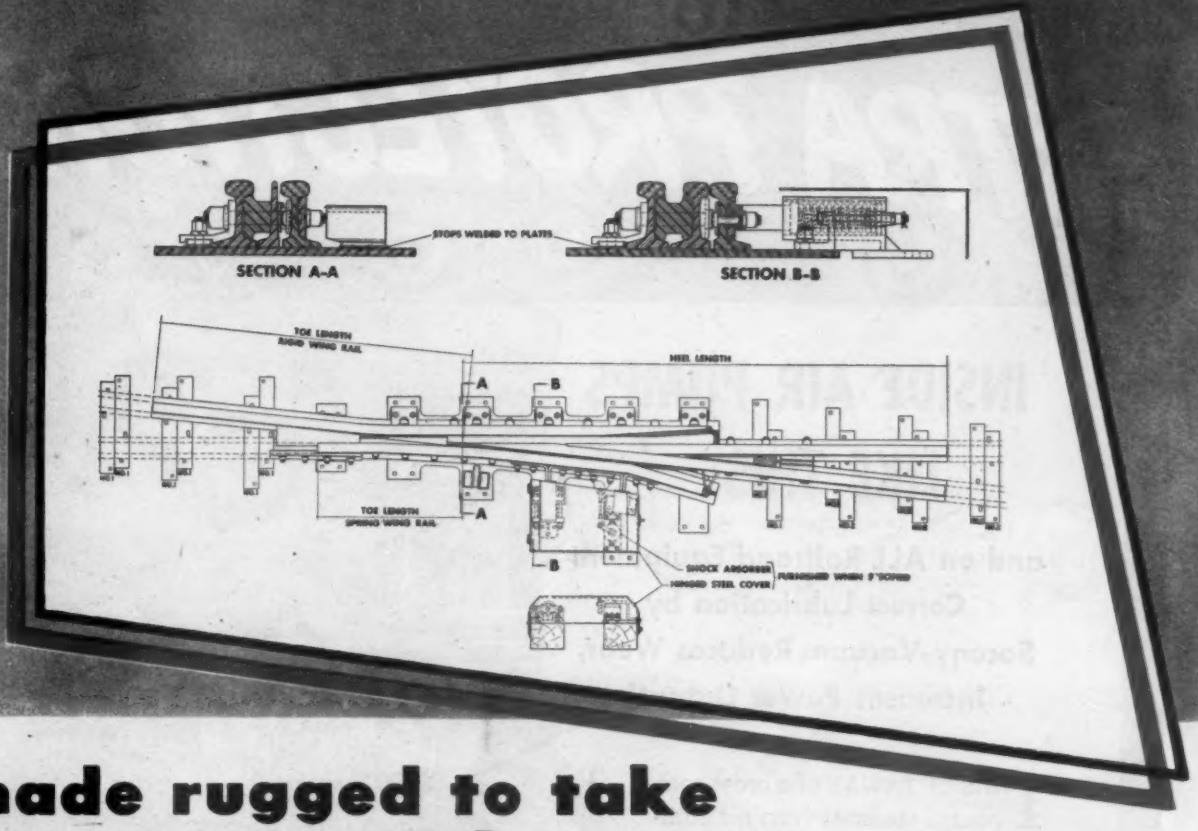
AO Ful-Vue Safety Goggles afford efficient eye-protection with the greatest amount of all-angle visibility, comfort and good appearance. Sturdy, double-braced bridge designed for long life in strenuous service. Shape conforms to orbit of the eye; brings lenses closer for maximum protection; leaves no unprotected areas around bridge of nose. Earpieces have perspiration-proof insulation.

Made in three eye sizes and three bridge sizes, with Super Armorplate Clear or Calobar lenses—with or without side shields.

Your nearest AO Safety Representative can supply you.

American Optical
COMPANY
SOUTHBRIDGE, MASSACHUSETTS

THE RACOR SPRING FROG



made rugged to take its own punishment

There's no substitute for rugged construction in a spring frog, where its parts get plenty of punishment from its own operation.

There's no substitute for Racor experience and thoroughness in building such a frog so that it combines simplicity, correct design and the necessary ruggedness to assure long service life.

Yet, in order to give greater protection to every wheel flange after the frog has been entered, the Racor Spring Frog may, when so specified, be furnished with a shock absorber. This absorber limits the speed of closing of the spring wing rail while assuring safe, tight contact at moment of return to normal closed position.

The Racor Spring Frog shown above is one of a complete line of Racor standard turnout frogs which include all the most widely known movable wing and rigid types. Back of the efficiency and long life of each frog is the leadership for which Ramapo Ajax has been known in the manufacture of trackwork and trackwork products.

AMERICAN Brake Shoe COMPANY

RAMAPO AJAX DIVISION

332 South Michigan Ave. • Chicago 4, Illinois

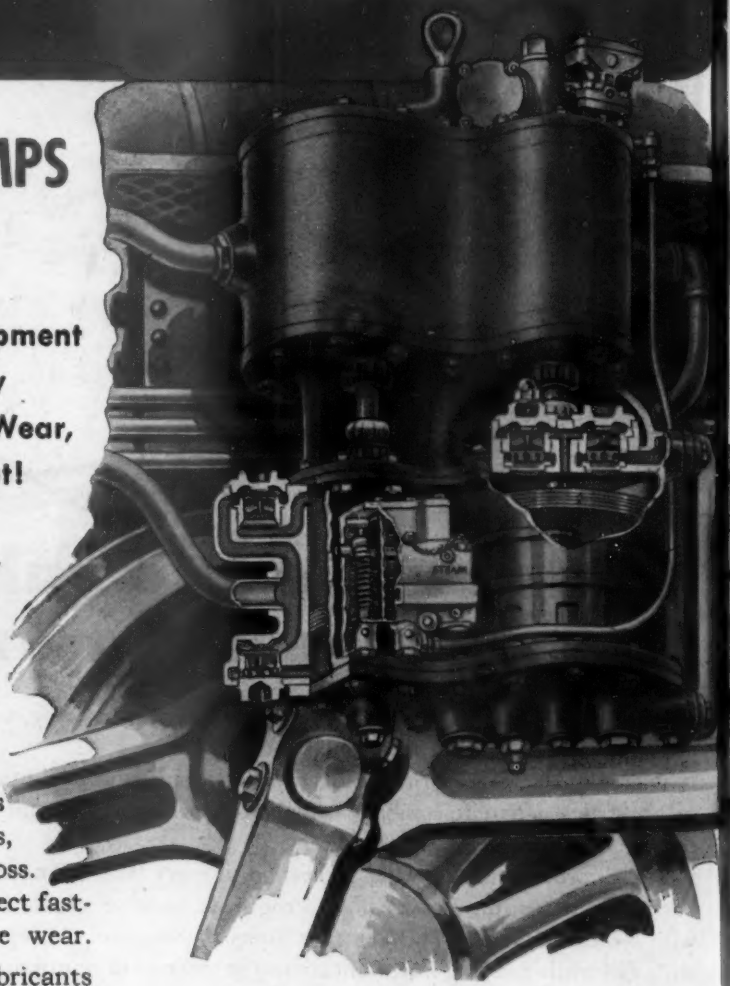
HILLBURN, N. Y. • SUPERIOR, WISCONSIN • NIAGARA FALLS, N. Y. • LOS ANGELES, CALIFORNIA
NEW YORK, N. Y. • SEATTLE, WASHINGTON, • EAST ST. LOUIS, ILL. • NIAGARA FALLS, ONTARIO • PUEBLO, COLO.

4168

GIVE YOUR POWER THIS EXTRA PROTECTION!

INSIDE AIR PUMPS LIKE THIS—

and on ALL Railroad Equipment Correct Lubrication by Socony-Vacuum Reduces Wear, Increases Power Output!



THIS CUTAWAY of a cross compound steam-driven air compressor shows you why correct lubrication is vitally important to assure continuous, full-power performance.

In both high and low-pressure air cylinders oil must keep valves *clean,* rings free in their grooves, to prevent blow-by and power loss. It must form strong films to protect fast-moving pistons against excessive wear.

Special Gargoyle railroad lubricants meet these exacting requirements. These oils were developed and tested in close cooperation with builders of this type steam locomotive air compressor. Their successful performance is typical of scores of Gargoyle lubricants proved outstanding in railroad operation.

For extra protection of vital moving parts of steam and Diesel locomotives, maintenance-of-way and shop equipment, call in your Socony-Vacuum Representative. His skilled engineering counsel will assure recommendation of the correct oils and greases that will reduce wear and power consumption, increase equipment life.

SOCONY-VACUUM OIL COMPANY, INC.—Standard Oil of N. Y. Division · White Star Division · Lubrite Division · Chicago Division · White Eagle Division · Wadhams Division · Magnolia Petroleum Company · General Petroleum Corporation of California

DIESEL LOCOMOTIVES. Severe operating temperatures and pressures inside Main Line Diesel engine cylinders require lubricating oils that resist the formation of hard carbon deposits, maintain a protecting oil film, form a tight piston seal. Gargoyle D.T.E. Oils (Nos. 1 to 5) meet these important needs. Their strong films resist rupture, assure full piston seal. Their high chemical stability prevents hard carbon deposits. Any deposits which do form are soft and fluffy.

MAINTENANCE-OF-WAY. Special Socony-Vacuum oils and greases for cranes and other heavy equipment, air-driven track tools and Diesel-powered tractors provide excellent protection against wear, help lower maintenance costs.

SHOP LUBRICATION. Socony-Vacuum has developed improved lubricants for all railroad shop machines. Get the correct grades for your equipment...*plus* the assistance of your Socony-Vacuum Representative to assure scientific application.

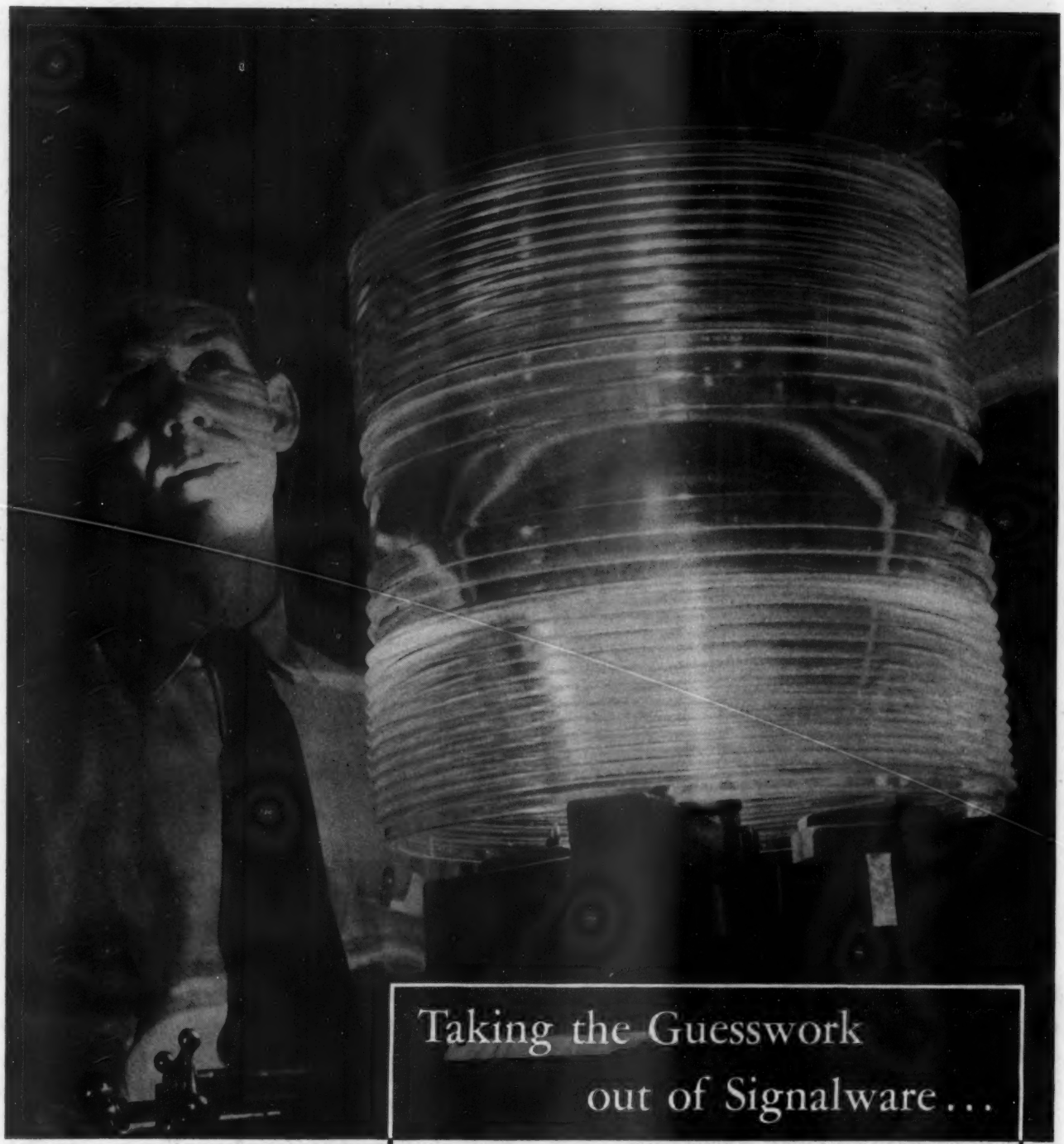
GARGOYLE

Railroad Lubricants

IT PAYS TO KNOW WHAT'S NEW IN LUBRICATION

SOCONY-VACUUM

OIL COMPANY, INC.



Taking the Guesswork out of Signalware . . .

Here is a large, fresnel type lens undergoing a routine test in the Corning Inspection Department. A photoelectric cell accurately records the beam candlepower produced by the lens. There is no "guesswork." Every Corning lens must meet all specification requirements.

The use of this type of equipment is another contribution of Corning Laboratories for the production of better glassware for signal equipment.

Safety depends on Signal Glassware—America's Railroads depend on CORNING. *Corning Glass Works, Corning, N. Y.*

"CORNING" is a registered trade-mark and indicates manufacture by Corning Glass Works, Corning, N.Y.

CORNING
means
Research in Glass

It's Easy to Select the Schaefer Lever You Need

LIGHT WEIGHT—
FULL STRENGTH—PLUS

● **Nowhere is the principle of "less weight-full strength-plus," more important than in brake levers.**

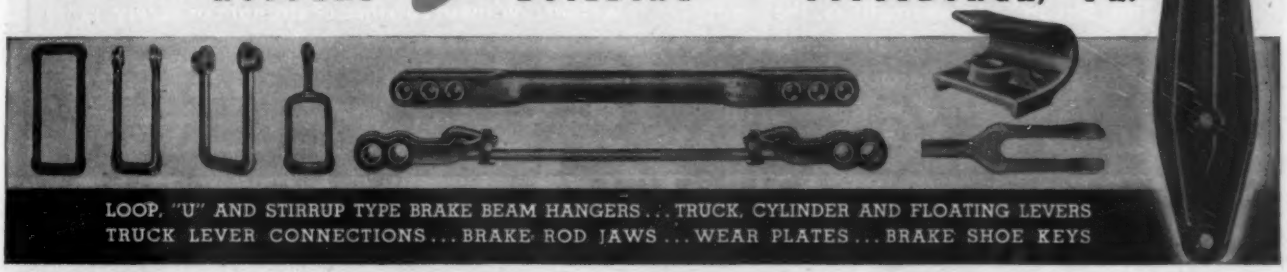
Schaefer Levers weigh about one-third less than solid levers of the same size. Yet, because of their engineered design, they offer uniform resistance to stress throughout their entire length.

These forged levers are now available in many styles—many sizes. Selecting the correct lever for your particular application is easy if you have available a copy of the new Schaefer Catalog—sent on request.

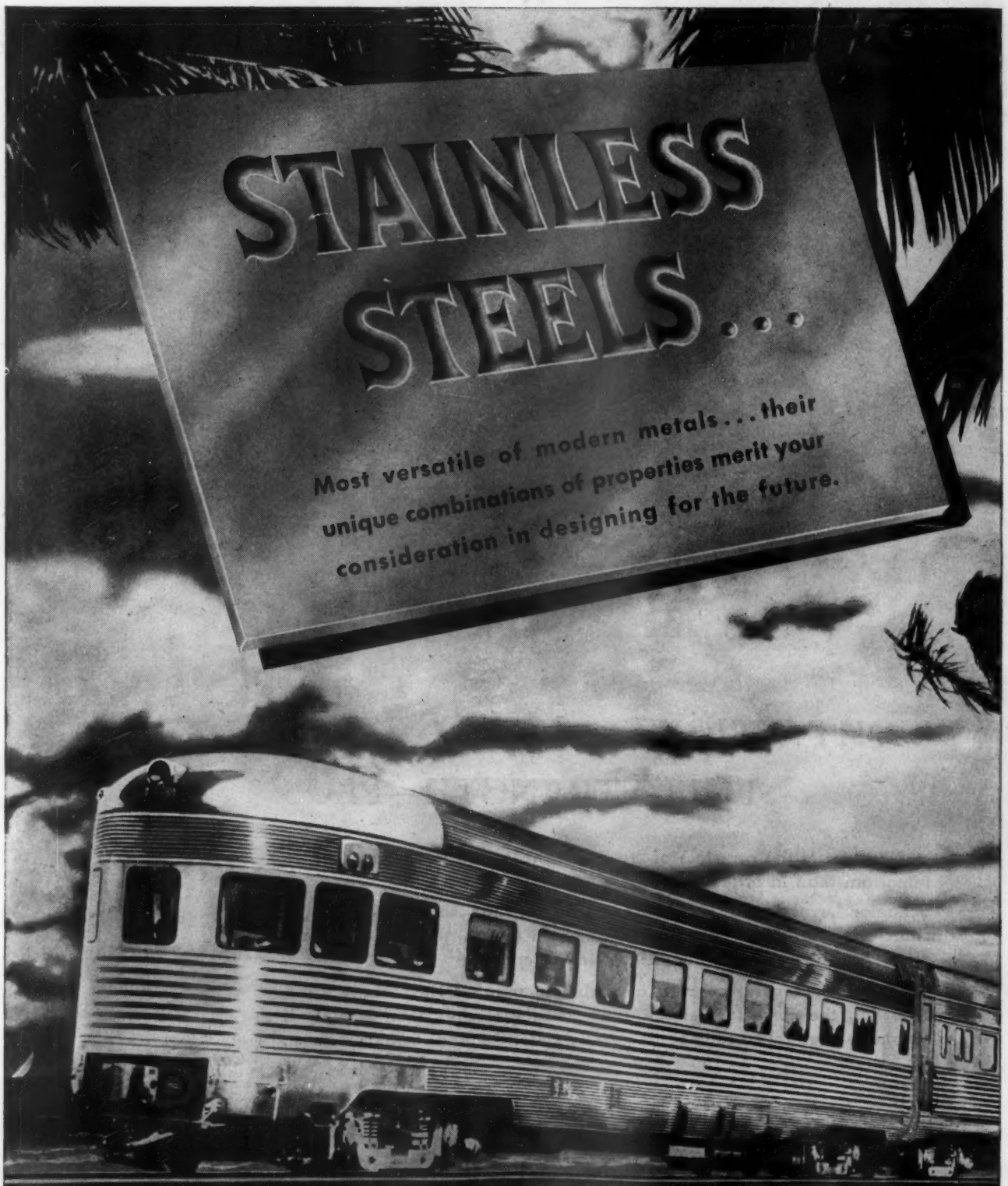
Catalog Sent on Request

Schaefer EQUIPMENT COMPANY

KOPPERS BUILDING • PITTSBURGH, PA.



LOOP, "U" AND STIRRUP TYPE BRAKE BEAM HANGERS... TRUCK, CYLINDER AND FLOATING LEVERS
TRUCK LEVER CONNECTIONS... BRAKE ROD JAWS... WEAR PLATES... BRAKE SHOE KEYS


STAINLESS STEELS . . .
Most versatile of modern metals . . . their unique combinations of properties merit your consideration in designing for the future.

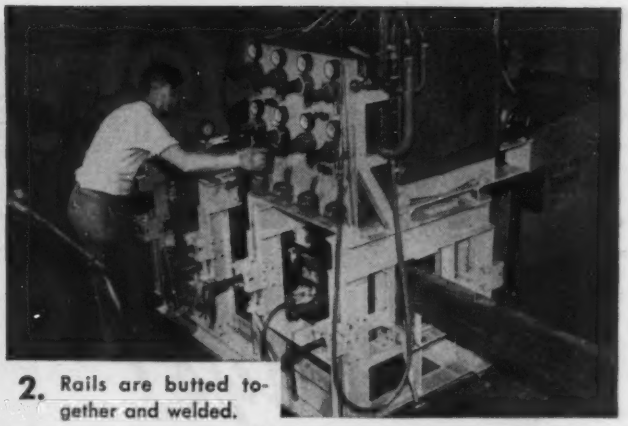
● This Streamliner exemplifies the enduring strength and beauty of stainless steel. Characterized by endurance under corrosive conditions, chromium-Nickel stainless steels permit reduction of bulk and dead weight . . . without sacrifice of strength or safety.

• • •

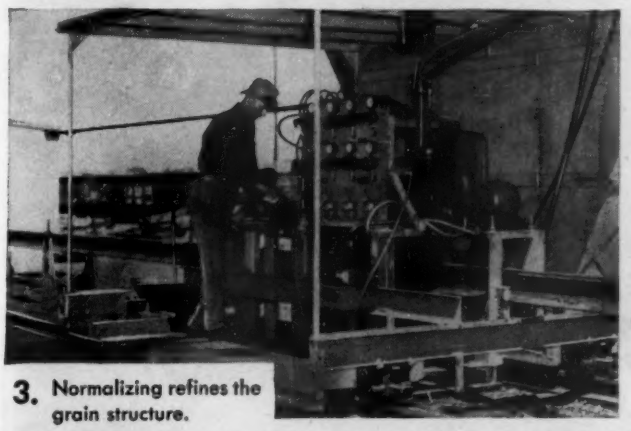
International Nickel are miners, smelters and refiners of Nickel, an important ingredient of the stainless steels, but do not produce stainless steels. If interested, please communicate with established sources of supply for stainless steels.

THE INTERNATIONAL NICKEL COMPANY, INC. 67 Wall Street New York 5, N.Y.

1. Rail ends are sawed to a good fit.

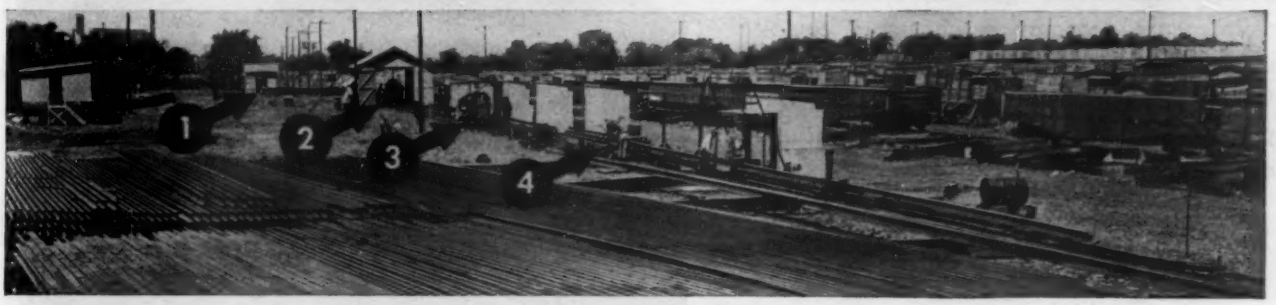


2. Rails are butted together and welded.



3. Normalizing refines the grain structure.

4. The joints are ground to a smooth surface.



CENTRALIZE YOUR PRESSURE-WELDING for savings in time and materials...

● A central setup for pressure-welding makes it possible to produce at low cost long or continuous rails from odd and short lengths or from standard rail lengths. Uses of pressure-welded rails include: two or three rail lengths long for road and street crossings; moderate lengths for station platforms or bridges; double-lengthed, cropped second-hand rail for secondary tracks; and long continuous lengths for tunnels or open track. Oxweld representatives can tell you more about the economies of pressure-welded rails to reduce rail maintenance costs.

THE OXWELD RAILROAD SERVICE COMPANY
Unit of Union Carbide and Carbon Corporation
UCC
Carbide and Carbon Building Chicago and New York

BUY UNITED STATES WAR BONDS AND STAMPS

SINCE 1912—THE COMPLETE OXY-ACETYLENE SERVICE FOR AMERICAN RAILROADS

SKF-Equipped Trains Travel

Two Ways!

Railroads are moving in two directions these days. EAST for shipment of food, clothing, medical supplies, construction materials, etc., to the devastated countries in Europe. WEST with ammunition, guns, tanks, armored cars and men to handle them in the fight against Japan. Both jobs spell BIG with capital letters, but with the trains that roll on SKF Spherical Roller Bearings both jobs are well done. With SKF goes the assurance of maintenance economy, readiness of equipment and satisfaction in performance. After V-J Day, it will be well to remember the performance records that SKF Bearings are rolling up today. 5854

SKF INDUSTRIES, INC., PHILA. 34, PA.

SPECIFY

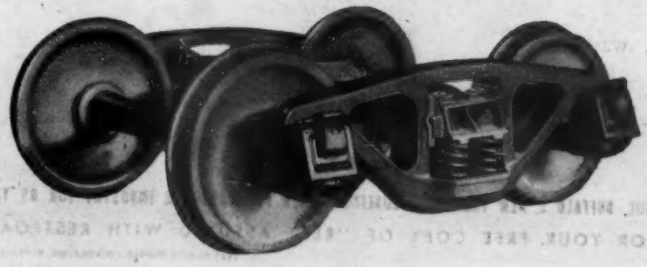
SKF

BEARINGS

The A.S.F. Ride-Control Truck (A-3) is in the weight and price range of the conventional freight-car truck. It helps maintain an economical ratio between dead load and revenue load in freight-carrying equipment

MINT-MARK OF ⬡ FINE CAST STEEL

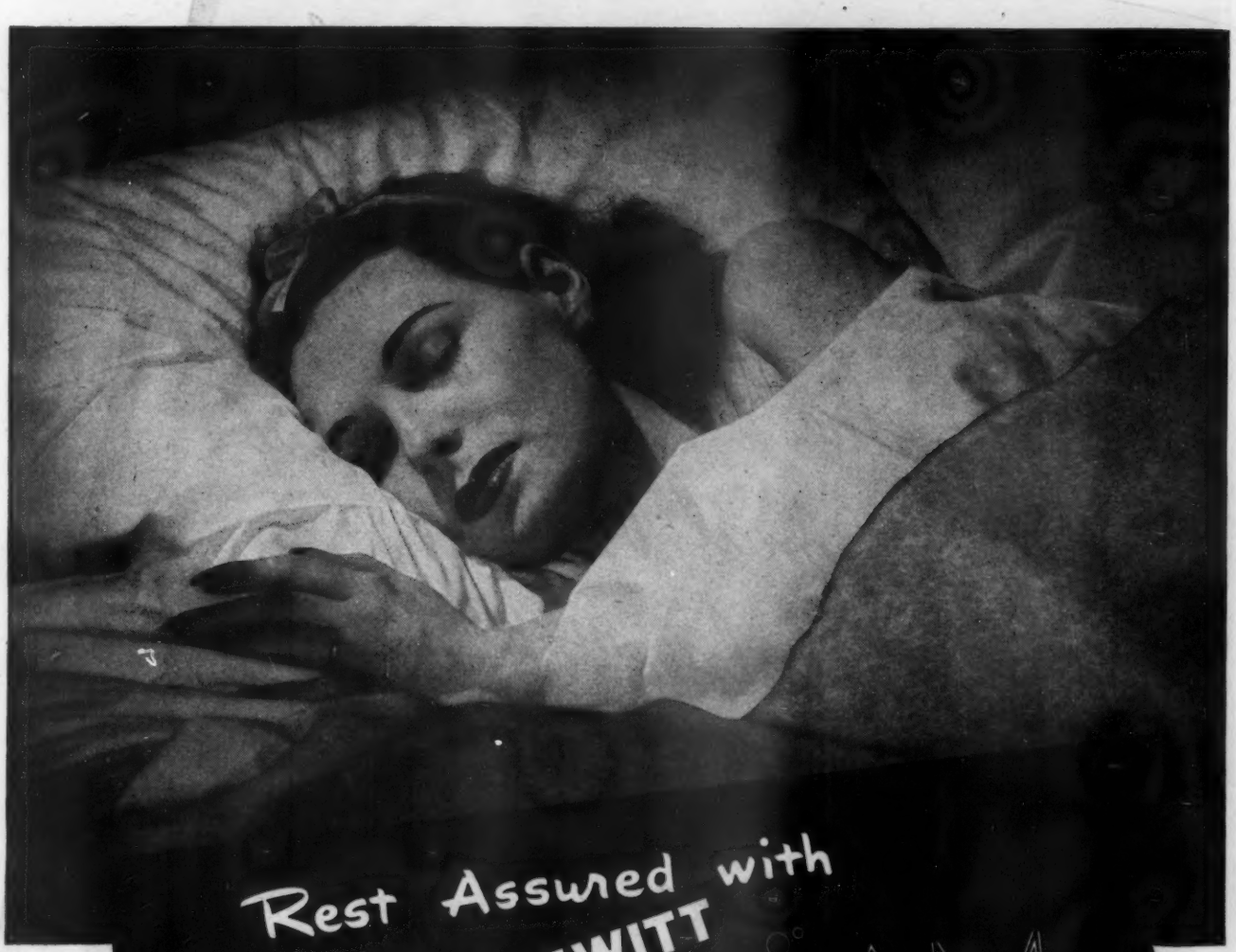
A·S·F *Ride-Control* TRUCK



LONG SPRING TRAVEL · CONSTANT FRICTION CONTROL

AMERICAN STEEL FOUNDRIES

CHICAGO



BOTH the traveler and the carrier benefit from mattresses and pillows made of Hewitt Restfoam, because this new latex foam product is:

Cool . . . self-ventilated by millions of tiny interlaced air cells.

Comfortable . . . yields to every contour of *any* person's body, yet offers firm *natural* support.

Light Weight . . . for instance, a Restfoam mattress weighs about ⅓ less than an ordinary mattress.

Sanitary . . . odorless, vermin-proof, washable.

Keeps Its Shape . . . always returns to its original shape; nothing to pack or mat down.

HEWITT RUBBER *of Buffalo* 240 KENSINGTON AVENUE, BUFFALO 5, NEW YORK . . . QUALITY RUBBER PRODUCTS FOR INDUSTRY FOR 85 YEARS

SEND TODAY FOR YOUR FREE COPY OF "REST ASSURED WITH RESTFOAM"

© 1945 HEWITT RUBBER CORPORATION, BUFFALO, N. Y.

HERE'S THE INSIDE STORY
For more than seven years this gondola car of the Texas and New Orleans Railroad has been used principally for transporting raw sulfur. Floor, sides and ends, made of Alcoa Aluminum, are in excellent condition today.
Alcoa engineers are at your service to help you get the full advantages of aluminum in railroad service.
ALUMINUM COMPANY OF AMERICA
2178 Gulf Building, Pittsburgh 19, Penna.
ALCOA ALUMINUM
ALCOA
ALUMINUM

WHEN TRAVEL was in full swing, tourists came from all over to walk around this once active crater. But this old fire-spouter went out years ago. It's cold and dead now . . . permanently dead . . . as safe to approach as a fire killed by MEARLFOAM-5, the war-born, blended multi-protein mechanical (air) foam.

Fire-fighters make the kill just once when dealing death to a terrific gasoline or oil fire—with MEARLFOAM-5. Then this stable, fire-resistant foam takes over and stands guard against re-ignition—prevents the flash-back which rekindles a blaze with all its former intensity.

This positive, anti-flashback factor of MEARLFOAM-5 permits fire-fighters to approach an extinguished fire with a great deal of personal security . . . confident that MEARLFOAM-5 which puts fire out fast—keeps fire out permanently.

The many unique and dependable properties of MEARLFOAM-5 are the sole reasons the U. S. Navy uses it extensively for preparedness . . . and for the quick extinguishment of raging gasoline and oil fires on shipboard and at shore bases. MEARLFOAM-5 is the veteran of many successful engagements, and one day will demonstrate to all—the super effectiveness of mechanical (air) foam as the most successful method for combatting gasoline and oil fires. MEARLFOAM-5, after putting fire out—*keeps it out* . . . totally eliminating the flashback hazard which in the past has taken such a terrible toll of lives and property.

MEARLFOAM-5 is a good-mixer—with any type of water: *sea water, fresh water, hard or soft water.* It works at maximum efficiency in any climate or atmospheric condition. Its performance is practically constant and invariable over a wide range of conditions. When split-seconds count—you can rely on MEARLFOAM-5 to put fire out fast—to keep fire out *permanently!*

A one-page condensed data sheet detailing the unique properties of this war-born fire-fighting foam is now available on request. Please ask for it.

Completely safe and non-corrosive—may be used with standard Mechanical Foam-Forming Equipment

FOAM ON FIRE OUT... Stays OUT!

THE MEARL CORPORATION
153 Waverly Place, New York 14, N.Y.

MAGOR

Designers and Manufacturers of Freight Cars of all Types Including Air Dump Cars

Special openings, double side and end door cars, offer your shippers extra service. We can offer you complete technical information on these types.

MAGOR CAR CORPORATION

50 Church Street

New York 7, N. Y.

INSECTICIDES THAT KILL QUICKLY!

West Insecticides possess an exceptionally high relative killing power when tested by standard recognized methods. That they prove economical when used as directed is being demonstrated by the thousands of users in all parts of the country with various problems who report that the quantity of West Insecticides required per cubic foot of room space is extremely low.

ADVANTAGES OF WEST INSECTICIDES

- **Positive action on a wide variety of insects**
- **Stability: Will not deteriorate in storage**
- **Uniformity: Manufactured by a controlled chemical process**
- **Non-Injurious: When used as directed as an insecticidal agent, these insecticides are known to have no health hazard.**

SEND FOR FREE BOOKLET

WEST DISINFECTING *Company* 42-16 WEST ST. • LONG ISLAND CITY 1 • N. Y. • DEPT. RA

2000-Hp. DIESEL LOCOMOTIVE

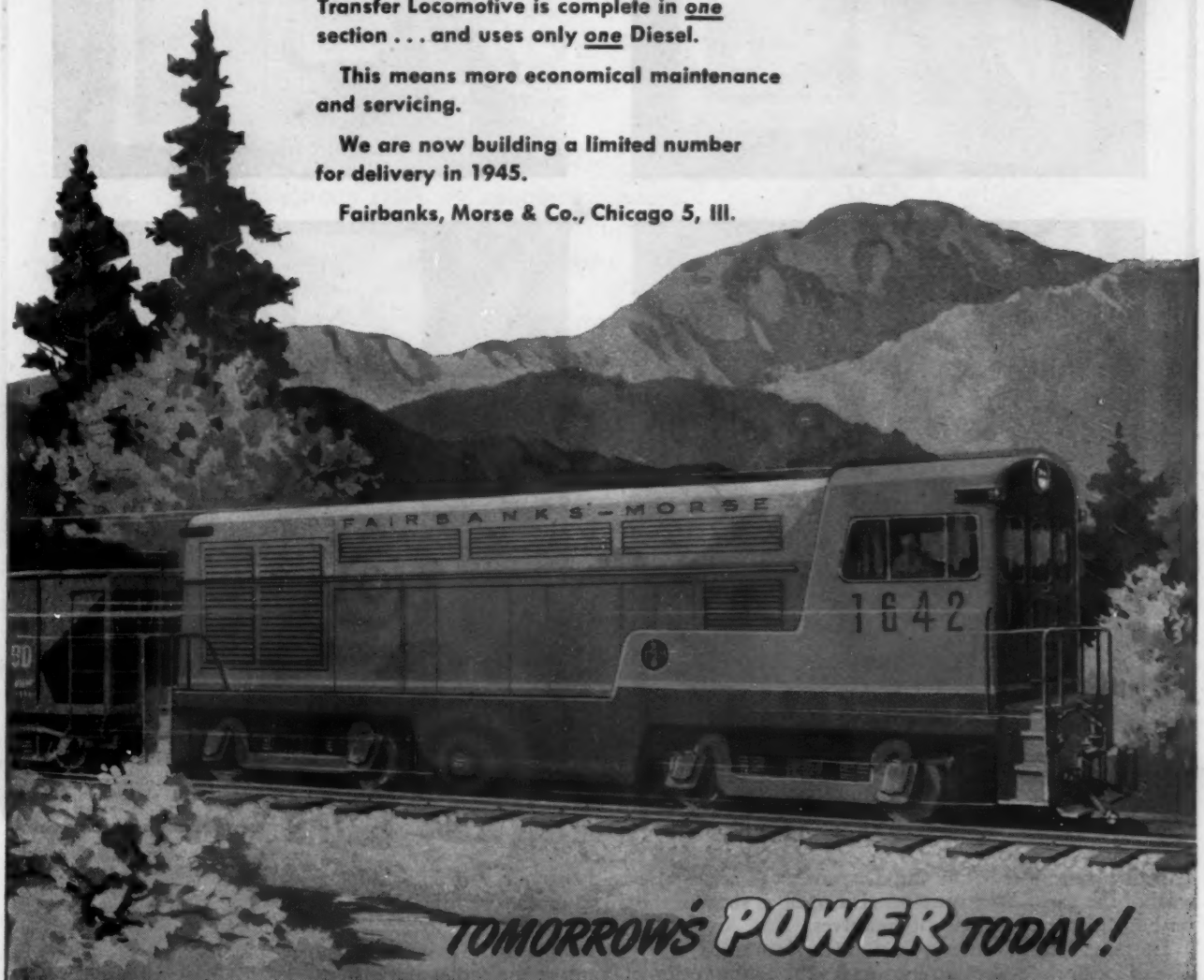
for Transfer and Short Haul Freight Service

THE Fairbanks-Morse 2000-hp. Transfer Locomotive is complete in one section . . . and uses only one Diesel.

This means more economical maintenance and servicing.

We are now building a limited number for delivery in 1945.

Fairbanks, Morse & Co., Chicago 5, Ill.

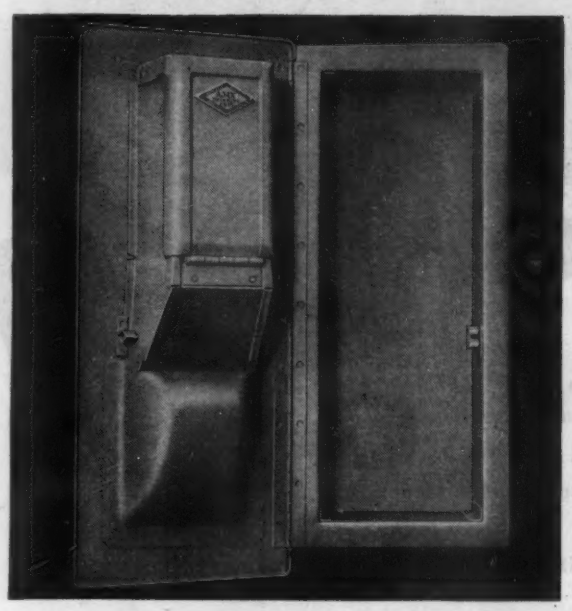


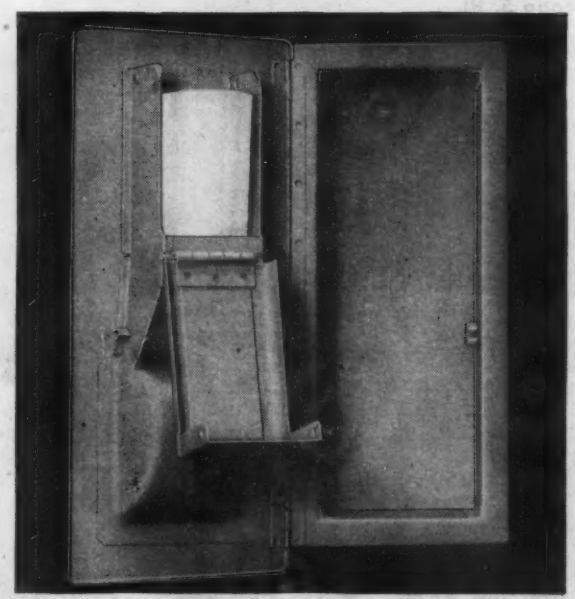
TOMORROW'S POWER TODAY!

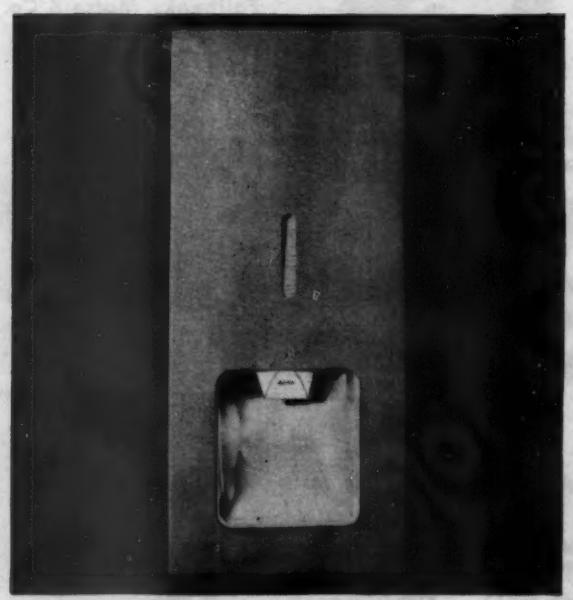
FAIRBANKS-MORSE

A name worth remembering

AJAX RECESSED CUP DISPENSER







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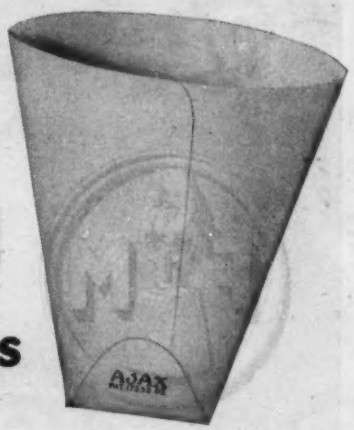
This de luxe recessed Ajax Cup Dispenser can be installed either in a partition or side wall of the car. When the panel is open as shown, the dispenser can be filled easily without handling the cups themselves.

The Ajax Paper Drinking Cups are in plain sight, easily accessible to the passengers. The shape of the Ajax Cup encourages the consumption of water at the cooler and discourages leaving cups on window sills to be spilled over the seats, floor and clothing of passengers.

C-25



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AJAX PAPER DRINKING CUPS

Safety... Comfort... Economy...

These three will be essential features of railway passenger equipment to qualify for postwar transportation. A. A. R. Tightlock Couplers go far toward assuring these essentials.

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Eliminate slack in coupler contour.

Eliminate noise caused by coupler slack.

Interlocking feature prevents telescoping and turning over of cars.

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Will couple with present standard and M. C. B. type couplers, and when so coupled provides substantial reduction in contour slack.

Wear of coupler head and parts is materially reduced, thus increasing the service life.

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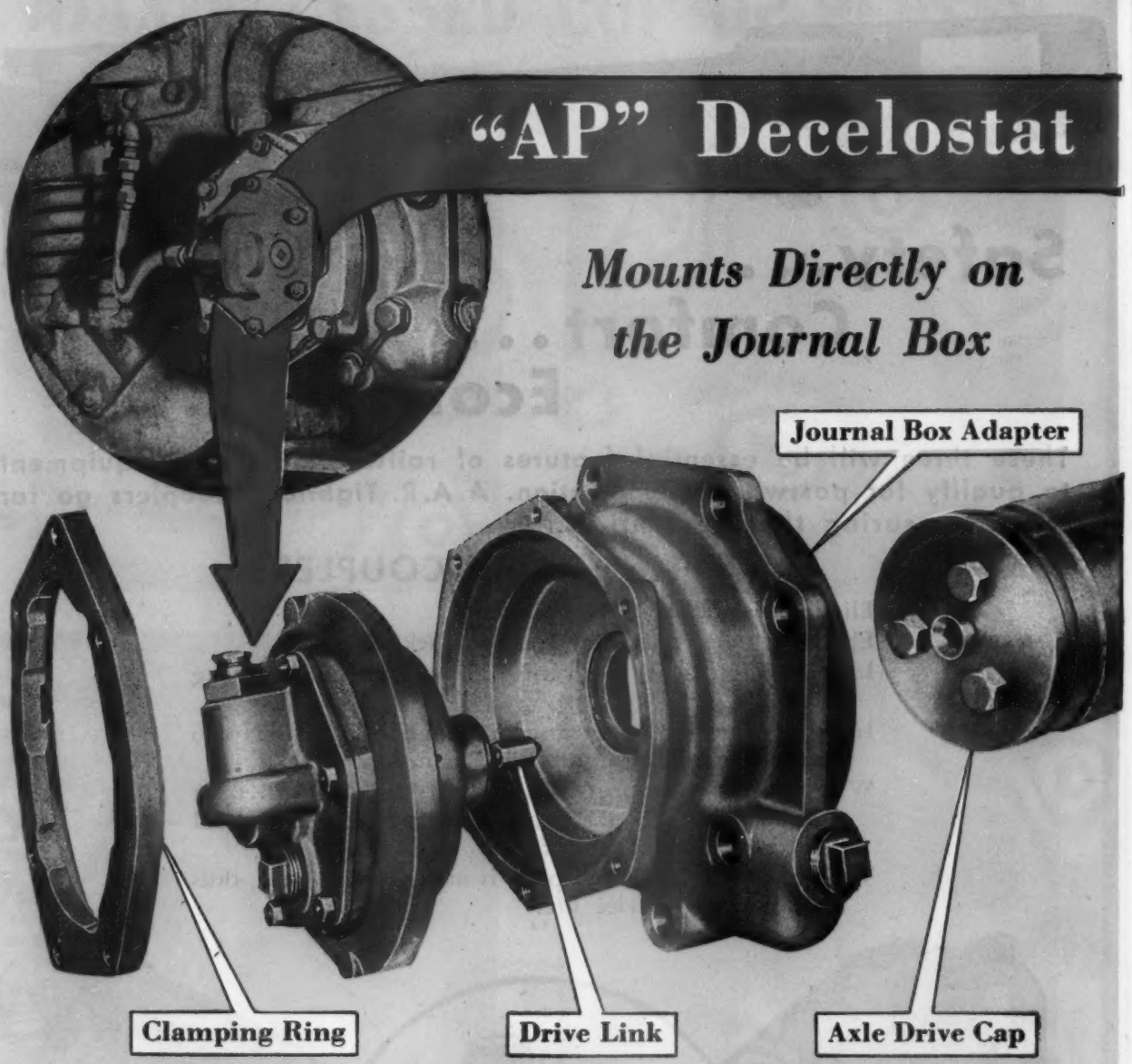
"AP" Decelostat

Mounts Directly on the Journal Box



THE "AP" Decelostat softens the brake whenever wheel retardation indicates that rail-wheel adhesion has been exceeded. It is applicable to any axle with anti-friction bearings. Mounted in a journal box adapter it is driven through a flexible drive link operated from a drive cap attached to the end of the axle.

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Westinghouse Air Brake Company

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Railway Age

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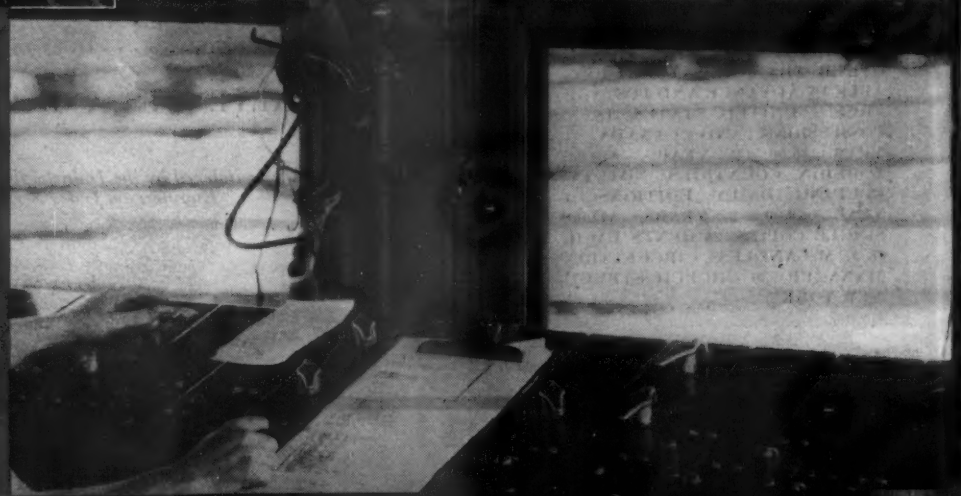


The Week at a Glance

OPERATING UNIONS' DEMANDS: The five transportation unions have made wage demands which would cost the railroads $265 million; plus a fantastic multiplication of "featherbed" rules which, if granted, would push these unions' additional drain on the railroads up to about $1 billion. A similar percentage increase to other employees, without any more "featherbed" rules for them, would cost the carriers another $700 million. What the railroads are faced with, therefore, is a demand by organized labor for an increase of $1.7 billion or 45 per cent. In 1944, with the largest traffic and gross earnings in history, the railroads earned only $1,339 million for both bondholders and stockholders and only $668 million for stockholders. Even though federal taxes were eliminated altogether, the railroads still would earn only about half enough to pay fixed charges, if they should have to accept this wage increase. And all these calculations are based upon present gross revenues, which will inevitably take a tumble when peace comes.

●

EMPLOYEES MISINFORMED: The presentation of this wage demand to the railroads was preceded by persistent reports in the paper "Labor," calculated to induce in employees the belief that their employers were much more affluent and enjoyed much better credit than they do in fact. The railroads, as the leading editorial herein points out, have no avenue of capital open to them, even now, where they can obtain new money for improvements to fixed property. Without such improvements, their job-giving power in the competitive period which lies ahead must suffer accordingly. It is inconceivable that employees would support demands so destructive of the security of their jobs and pensions, if they were in possession of the facts—but their supply of this commodity has been as wanting as that of misinformation has been clever and copious.

●

MUDDLE IN "REDEPLOYMENT": The argument continues over how the railroads—especially the western lines—are going to afford the government all the transportation it demands but has refused to provide the means to furnish, and still leave any service worth mentioning to keep the civilian economy going. In our news pages, the disclosures made in testimony before the Mead committee are reported—and it seems quite evident that the top war planners believe they can get all the service they want from the railroads, merely by cutting in some more on civilian traffic. Under pressure of public criticism, they have made some rather indefinite promises about getting a few railroad men out of the Army.

●

MISDIRECTED CRITICISM: Not so much the railroads—but the O. D. T. and, especially, the Army's transportation officers—are catching critical attention for the extremely tight transportation situation which has developed and may get a lot worse. As we say editorially herein—we believe this criticism is misdirected. We have seen little or no evidence that Army or civilian governmental officers who are *directly* connected with transportation have ever belittled the needs of the railroads for a sufficiency of manpower or materials. A little simple deduction, not calling for the services of a Sherlock Holmes, makes it evident that the higher echelons of war planners have paid no heed to domestic transportation needs—and are not paying any more attention to them now than political attention has forced upon them. Military and civil governmental transportation men oughtn't to be blamed for deficiencies which do not afflict them, but the official strata several layers above them.

●

WHY NOT RECALL M. R. S.?: Major General Gross, in his review (reported in our news pages) of the magnificent performance of the Army's Transportation Corps, reveals that there are over 38,000 troops in the Military Railway Service. While he did not so report, it is evident that most of these seasoned railroad troops are still in Europe. We raise the question editorially as to why, say, half or more of these troops can't be brought back home immediately and used to relieve the manpower shortage on the western railways. No doubt these good soldiers and railroad men are doing a great service in rehabilitating the transportation systems for the various socialistic European governments, but it happens that this country still has a war on its hands—and it can be won faster with fewer casualties and less damage to the civilian economy if we use our resources in skilled railway man-power to fortify and improve our own transportation service.

●

WIPRUD BOOK REVIEWED: A. C. Wiprud, until recently an attorney in the Justice Department's Anti-Trust Division, has written a much-publicized book entitled "Justice in Transportation." Because this exposition plainly reflects, not merely the personal opinions of Mr. Wiprud, but those of the powerful federal bureau from whose service he has just retired, we have asked one of the country's recognized authorities on governmental regulation of transportation rates—Elmer A. Smith of the Illinois Central—to prepare a critical estimate of the book, and this review is published in this issue. In Mr. Smith's opinion, the young men in the Anti-Trust Division have arrived at some pretty strong convictions—potentially dangerous to the national welfare—from a rather poor background of facts and straight reasoning.

●

VIADUCT REJUVENATED: A 70-year-old viaduct supported by wrought-iron towers almost 200 ft. high, carrying the Erie's Buffalo division over the Genessee gorge, has been strengthened to support the road's heaviest power. The viaduct was reconditioned to accommodate heavier loads back in 1903, but modern requirements have pushed far beyond the standards of that time, and the structure was a limiting factor on the division's performance until its recent rehabilitation—which is described in an illustrated article in this issue by A. M. Knowles, retired engineer of structures of the Erie.

CONGRESS TRANSPORT PROBE: The Senate committee on interstate commerce has reported favorably a resolution by Senator McFarland calling for an investigation by the committee into national policy toward transportation—an inquiry which would parallel that proposed in the House by Chairman Lea of that body's interstate commerce committee. In the Senate resolution the statement is made that "we have no national transportation policy"—which admission is certainly the first necessary step toward getting one. Meantime, Chairman Lea has issued a list of questions (reported in our news pages) to the answer of which he hopes persons who present information to the House inquiry will address themselves. Since the adoption of a consistent national transportation policy will require legislation, it makes sense that Congress, which will have to enact the legislation, should itself do the investigating. But wouldn't it make still more sense if *all* the Congressional committees having to do with transportation (especially those which deal with highway and waterway authorizations) were in on the inquiry? Senator Mead has made some such proposal as this, but he would give equal membership to the commerce and interstate commerce committees in his investigating body—which hardly seems the right ratio.

●

A. A. R. PUBLIC RELATIONS: The magazine "Tide" has "questionnaired" 1,000 public relations people and business executives on a variety of topics—among them an opinion as to what organizations have the best public relations programs. The Association of American Railroads was among 11 organizations which were mentioned by more than 5 respondents to this questionnaire (the A. A. R. being named by 28). In its interpretation, the magazine ascribes the favorable regard attained by the A. A. R.'s program to its persistent institutional advertising campaign—with an effective "war angle" in recent years; to its supplementary activities, such as supplying motion pictures and speakers for meetings and its cooperation with schools; plus the effective public relations programs of individual railroads.

●

R. R. CAPITAL OUTLAYS: The Department of Commerce has released an estimate of probable capital expenditures by industry for the fiscal year to end June 30, 1946, and has the railroads down for $785 million. The bulk of the predicted expenditures is to be for equipment, the railroads apparently being wary of extensive commitments on fixed property.

●

"ASTRA-LINER": The passenger train, of entirely new design and embodying the "Astra Dome" to give passengers an all-directional outlook, which the General Motors Corporation has developed, is described in an illustrated article in this issue. The actual train will be built by contract car builders, but models and drawings reveal its attractions.

IT'S A GREAT NEW DAY FOR RAILROADING

YOU DON'T HAVE TO IMAGINE WHAT YOU KNOW

Between January 1, 1941 and January 1, 1945

16 major railroads operated

General Motors Diesel freight locomotives

a total of 25,404,540 miles

with an average availability of

more than 90%.

You don't have to imagine what this means

to a nation at war —

with the railroads taxed to the limit.

YOU KNOW!

ON TO FINAL VICTORY
BUY MORE WAR BONDS

GM LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION LA GRANGE, ILL.

RAILWAY AGE

The Fantastic Demands of the Operating Unions

There was a lot of news last week—predominantly bad. Great Britain—the only large country except the United States where transportation is not yet socialized—elected a government committed to the nationalization, not only of the railways and all other domestic transportation, but also of all heavy industry. In this country, the five operating unions—apparently indifferent to the competitive position in which both the railroads and their employees will find themselves when the war ends—launched demands for a wage increase of $2.50 per basic day or 25 per cent, "whichever is greater," and for fantastic additions to "featherbed" working rules which, if granted, would increase the expenses of the railroads much more and tie their hands in competition much more effectively than the proposed wage increase.

Railway employees, especially operating employees, already receive generous wages, plus vacations with pay and liberal pensions, and would not knowingly jeopardize the fat bird they have to pursue two hypothetical birds in the bush. But they have been systematically misinformed by "Labor," official organ of the unions, regarding the alleged affluence of the railroads, and do not realize that, in making extravagant demands, they are imperilling their present comfortable security.

"Labor" indulges in heavy ridicule of figures presented in these pages showing the poor estimation placed by investors upon railroad stocks despite all the fabulous "profits" which "Labor" tells its readers the railways are earning. A few years ago it was official union doctrine that the troubles of the railroads sprang from too heavy bonded indebtedness, and that what they needed was to be put "through the wringer." Now that many, because of bankruptcy, have gone through the wringer, and others have voluntarily reduced their indebtedness and fixed charges, "Labor" says the prices of bonds are the true gage of the railroads' financial strength and that they "can get all the money they can use economically" by issuing more bonds.

Irresponsible and Impractical Advice

Even if the railroads wanted to follow this irresponsible advice they could not do so. The only *new* evidences of railroad indebtedness being marketed are equipment obligations. The mortgage bonds which are selling at attractive prices are all old and refunding issues. The leading authorities on railroad credit are the investment bankers. In a report quoted in the Annual Statistical Issue of this paper last January, the railroad committee of the Investment Bankers' Association said that a program of expanding railroad bonded indebtedness, which "Labor" now advocates, would be "terrifying" to investors. Furthermore, the railroads cannot issue securities without permission of the Interstate Commerce Commission, which has forced large reductions of the indebtedness of bankrupt roads, effectively urged reduction of the indebtedness of other roads and, therefore, almost certainly would not authorize increases of bonded indebtedness in future.

No *New* Money for Fixed Improvements

The railroads must finance the improvements that will be required to enable them to meet post-war competition with funds accumulated during the war, with net income made after the war, and by the sale of stocks; and they cannot sell stocks unless they earn enough net income and pay enough dividends to make their stocks attractive. With "capital" now unwilling to let the railroad industry have any new money (except for rolling stock), the leaders of the transportation unions first mislead their members into a belief that the railroads are enjoying unprecedented "profits" and credit, and then go to the railroads with demands for increases in wages and changes in working rules more than sufficient to wipe out all railway net income. And this at a time when, with the end of the war in prospect, there is complete uncertainty regarding the future of traffic and earnings.

Train, engine and yard employees in 1944 received compensation for 948 million hours—or 106 million eight-hour "days"—of labor. An increase of $2.50 per "day," thus, would cost the railroads not less than $265,000,000 annually. Time-and-a-half for Sunday work, penalties for night work, and the 45-odd additions which the unions are seeking in their "make-work" and "feather-bed" rules would easily push their total booty up to or over the $1 billion mark. An increase of 25 per cent in the daily pay of the operating employees would necessitate at least a corresponding increase in the pay of other employees, which would amount to almost $700 million annually. Hence, the railways apparently soon will be confronted with demands for advances in wages and changes in working rules which would increase their total annual labor costs about $1,700 million, or 45 per cent.

The railways' gross earnings of $9,437 million in 1944 were the largest in history. Operating expenses and rentals were $6,464 million; net earnings and "other income" *before taxes,* $3,185 million; taxes, $1,846 million; net available for fixed charges, $1,339

million; net income after fixed charges, $668 million. If an increase of $1,700 million in labor costs had been in effect last year, total net earnings and "other income" *before taxes* would have been only $1,485 million, leaving *$361 million less* than was paid in taxes alone and more than $1 billion less than was required for taxes and fixed charges combined. Of course, the reduction of net earnings due to the increase of expenses would have been partially offset by a reduction of federal taxes; but if the entire $1,303 million of federal taxes paid had been wiped out, the railways, in their year of greatest traffic and gross earnings in history, would have had left hardly half enough net earnings to pay merely their fixed charges.

Employees in "Well-to-Do" Class

The operating employees making the current demands are not among the "underprivileged," but quite the contrary. The average full-time compensation of the principal classifications of them in 1944 are shown in the accompanying table. The classes with the smaller earnings (i.e., brakemen and firemen) are junior employees, all of whom in time will graduate into the higher-paid grades unless physically or mentally disqualified for such promotion. In the towns and small cities throughout the country where a substantial proportion of these employees live, they belong to the "well-to-do" part of the community. Excepting the less thrifty, they are owners of homes and of farm and business property, and have an economic and social status equivalent to or better than those of most of the professional and business men who are their neighbors. In addition, all of them receive paid vacations, and at age 65 are entitled to retire on pensions ranging upward to $120 monthly.

There is nothing reprehensible in capable and responsible railroad employees being well paid and substantial members of the communities in which they live —but they don't fit into the popular picture of "labor" as a down-trodden fellow worrying over the grocer's bills and the demands of the landlord. As men of substance, they should know that the industry which pays them so well is facing an uncertain future, and that the demands now being made on it in their name are so fantastic as to be wholly incompatible with its continued job-giving power in the fiercely competitive days which lie ahead. Unfortunately, they have not been given correct figures and facts about the railroads' true present and prospective financial situation; and they are acting in accordance with the misinformation with which they have been so copiously supplied.

1944 Average Annual Earnings of "Operating" Employees*

Occupation	Avg. Earnings	Occupation	Avg. Earnings
Passenger Conductors	$4470	Passenger Engineers	$4939
Through Freight Conductors	3962	Through Freight Engineers	4300
Local Freight Conductors	4789	Local Freight Engineers	5423
Passenger Brakemen	3557	Yard Engineers	3578
Through Freight Brakemen	3001	Passenger Firemen	4064
Local Freight Brakemen	3772	Through Freight Firemen	3189
Yard Conductors	3597	Local Freight Firemen	4099
Yard Brakemen	3005	Yard Firemen	2735

* These computations indicate compensation for full-time employment and are made by dividing total compensation for each occupation by the average mid-month number of employees.

R. R. Service Requisitioned But Not Provided For

In his syndicated column a few days ago, George E. Sokolsky praised the railroads and criticized the Army, and to some degree the O. D. T., for the recent difficulties which have developed in war-time transportation. While the Army transportation people and the O. D. T. may, now and then, have erred a little on the side of "telling them how," instead of merely "telling them what" and letting the railroads supply the "how"—our observation is that the O. D. T. and the Army officers who deal directly with transportation have, on the whole, done a creditable job. The wonder is that there has been so little strutting in the plumes of temporary authority.

Mr. Sokolsky, in his search for the culprit who, finally, now threatens to put a load on the railroads too large for their resourcefulness to overcome, is "getting warm," but he hasn't tagged the actual offender. From our vantage point, it seems quite clear that the proper quarry of his search is neither the O. D. T. nor the Army officers who deal directly with transportation. O. D. T. officials and Army transportation officers, in fact, collaborate so closely in railroad operation that it is sometimes difficult to draw the line separating government action from railroad action. We suggest, therefore, that Mr. Sokolsky pursue his sleuthing further, into the higher echelons of government planning for the war.

It isn't the O. D. T. or Army officers who deal with transportation who have denied the railroads materials and labor adequate to a transportation job of the present and prospective magnitude. Those at fault, rather, have been the top-level war planners who have done their planning without making the needs of domestic transportation an integral part of their program. When they have wanted tanks, or planes, or guns, or ships, or transportation in war areas, they have provided the plant, the labor and the priorities for such supplies, all the way from the crude ore to the finished bombs falling on Berlin or Tokyo. One link only in the whole chain of production—the link of domestic transportation—the planners have omitted; they have, instead, merely issued orders that it be requisitioned.

The great immediate need of the railways is manpower. There are 38,400 troops in Army Military Railway Service—all but a few of them still in Europe. Certainly there is no job in the rehabilitation of European transportation so important to this nation as is licking the Japs. If even half of these experienced railroad troops still being detained in Europe were to be transferred immediately to the Western railroads, the man-power problem of those railways would be a long way toward solution.

A vigorous campaign is now in progress to recruit civilians for service on the western railways, and this effort should not be deprecated. On the other hand, there are 300,000 experienced railway men in the armed services—many of them, doubtless, in United States, who would be far more useful to the railways than inexperienced civilians, and much more useful to the Army if they were assigned to or released for railway work than if they are retained at purely military duties.

A definitive solution of all pressing domestic transportation difficulties lies easily within the reach of the top-level planners of the war program—and there exists no adequate excuse for their insistence upon doing the job the hard and indirect way, with results problematical and undependable; or of failing to do it at all.

Failures and Progress

Recently a committee chairman of one of the associations of railroad maintenance officers, in soliciting from members of his committee information on the subject assigned, stated that examples of failures are as important as descriptions of successful undertakings, and that some failures should be described in the report to illustrate the need for thorough preparation of work before starting a project. This chairman had attained an objective attitude toward failures, which, if it were more general, would result in a much higher rate of technological progress in maintenance of way and structures work—and in the activities of other railway departments as well.

The trail of progress in the development of more efficient or effective methods, procedures and devices for use in maintaining railroad tracks and structures is strewn with failures in the form of attempted improvements that, for one reason or another, were found wanting in some important respect. This is in the nature of things; occasional mistakes and failures are inevitable. Moreover, many undertakings in railway maintenance work do not lend themselves to exact advance analysis, with the result that resort must frequently be had to the "cut and try" method, a procedure that often entails failures before success is achieved.

If failures are viewed from the perspective of this analysis, it is apparent that a failure is not necessarily something to be ashamed of, unless, of course, it can be traced definitely to carelessness or negligence. Actually, however, it seems to be a deeply-ingrained tendency of human nature to keep failures from the knowledge of others. This is unfortunate. Failure as well as success provides valuable knowledge; but avoidance of publicity regarding failures keeps the knowledge derived from them from all but those immediately involved. Hence, the same failure may occur repeatedly at different times and places before the information it affords becomes generally available, with what unnecessary loss of time, effort and money can only be conjectured.

Even under the most favorable conditions progress is necessarily slow in the development of more effective and economical methods and practices in maintenance work. How much time and effort would be saved if, in working toward the goal of greater efficiency, the same mistakes did not have to be repeated time and again on different roads, or even in different territories on the same road!

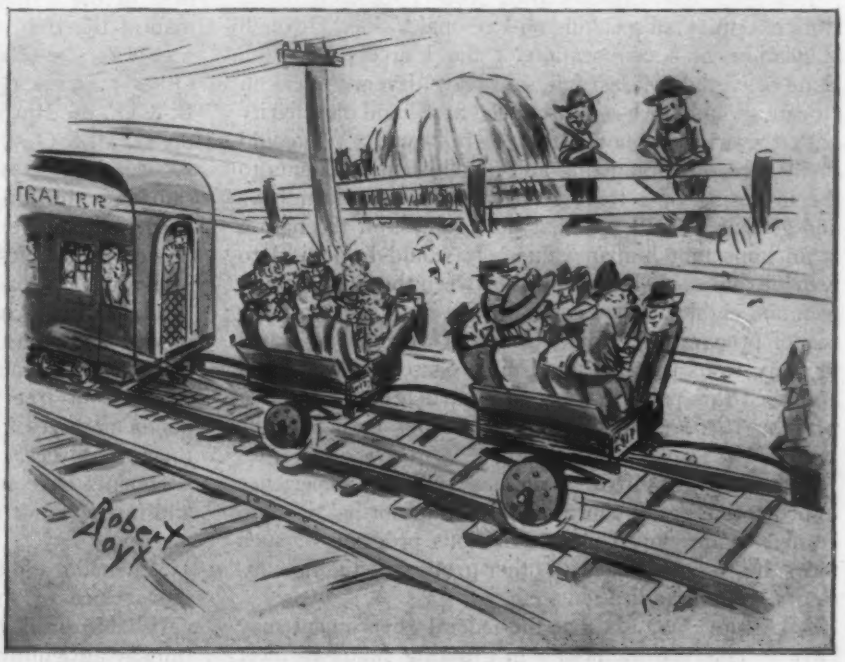
It is human nature to seek approbation by talking or writing freely of successes achieved—and this is the principal motive behind the circulation of useful information. Progress might be accelerated considerably if failures were disseminated and discussed with equal freedom.

Next to Godliness

The housekeeping job of the railways is assuming mammoth proportions as the heavy troop movements are added to the unremitting impact of civilian travel. Passenger cars are in such constant use that the time available for cleaning them has been cut by as much as 75 per cent. Labor such as is normally used for coach cleaning has been in great demand by the war production plants.

The passengers themselves add to the problem because many actually seem to enjoy filth. Perfectly clean coach trains are littered with remnants of food and other refuse within an hour after leaving initial terminals. On some of the trans-continental coach trains, the conditions are terrible after a train has been en route one or two nights. Chair car porters are employed on must such trains, but their efforts seem to be quite ineffective. Several railways now employ traveling car cleaners who board the train shortly before it reaches its final terminal and begin work at once, thus enabling the cars to be cleaned and put back in service far faster than would be the case in normal car cleaning procedure.

In peace-time, and particularly since air conditioning, most railway cars were notable for their cleanliness and



Maybe That's No Bunk, Abner, What the Fellow Said on the Radio About Trains Being Crowded

this was true even of old equipment. The insect problem was of minor importance and pests were kept under control without too much difficulty. Now, the short time which passenger cars remain in coach yards, and the particles of food spilled or thrown on the floor, have turned the lowly roach into a distinct menace. Once a car becomes infested with roaches, ordinary cleaning methods are inadequate to get rid of them.

The problem has reached such proportions that one of the insecticide firms has established a research laboratory where much of the work deals with studies as to the best means of ridding railway passenger cars of roaches. Some other bugs also present problems, but roaches are the most prevalent and hardest to combat.

The Seaboard, along with other roads, has found an effective answer by closing cars and filling them with a specially prepared spray. The procedure takes little man-power and requires only about an hour. It kills the roaches but does not harm the car or its later occupants. Repetitions of the treatment soon rid the car of roaches.

It is more difficult under present conditions than ever before to keep cars clean and free from insect pests; but the extra effort needed should be rewarded in post-war passenger revenues.

Educational Value of Travel

The more Americans see of their country, the more they realize its richness and its worth. School authorities are inclining to the belief that organized intra-American travel should become an integral part of education. The agencies of transportation which co-operate with this trend in its initial stages will doubtless have a "ground floor" position to derive the main benefit from its development into a movement of large proportions, if that should occur.

Beardsley Ruml, well-known New York department store executive, in speaking on Personal Values Through Education, at a convocation of the University of the State of New York last fall, said that, "Every American citizen should have a reasonable first-hand familiarity with the whole country that is his own. We could easily turn our organizing and administrative talents to the inventing of a travel program for American boys and girls if we believed that homefulness in the nation is an important human value. It would be logical to provide that every boy and girl between the ages of fourteen and eighteen, who could qualify in terms of a basic school preparation, would have 10,000 miles of travel in the various parts of the United States." Mr. Ruml amplified this point of view in an article in Coronet of March, 1945, entitled, "Go to School and See the World."

Some of the railroads have had sufficient experience in promoting group educational tours in normal times to be able to develop a more ambitious program of such tours, by co-operating with other groups, including educators, civic organizations, etc.

Mr. Ruml suggests that the federal government may have to take the leadership in granting funds to meet fundamental needs and supply impetus for the tours. A movement of this sort, however, must be organized carefully and the beginnings should be on a relatively small scale until sound techniques and capable leaders can be developed for the successful handling of such educational travel groups. Much might be accomplished at the start by conducting these trips on a state or limited basis, absorbing the expenses in the present local or state school budgets. "Know your own state," might be a good starting ground, expanding the tours as conditions warrant so doing.

Launching such a movement on a federal basis is questionable, particularly at a time when the states seem insistent upon taking back more of their prerogatives, in the interest of great efficiency and more economical administration.

Men with Hoes

Despite the unwarranted pot-shots regarding troop handling of which the railways have recently been the target, the excellence of their work in providing wartime transportation is quite well known to the public. Ancillary efforts of the railways and their employees toward winning the war are not so well known.

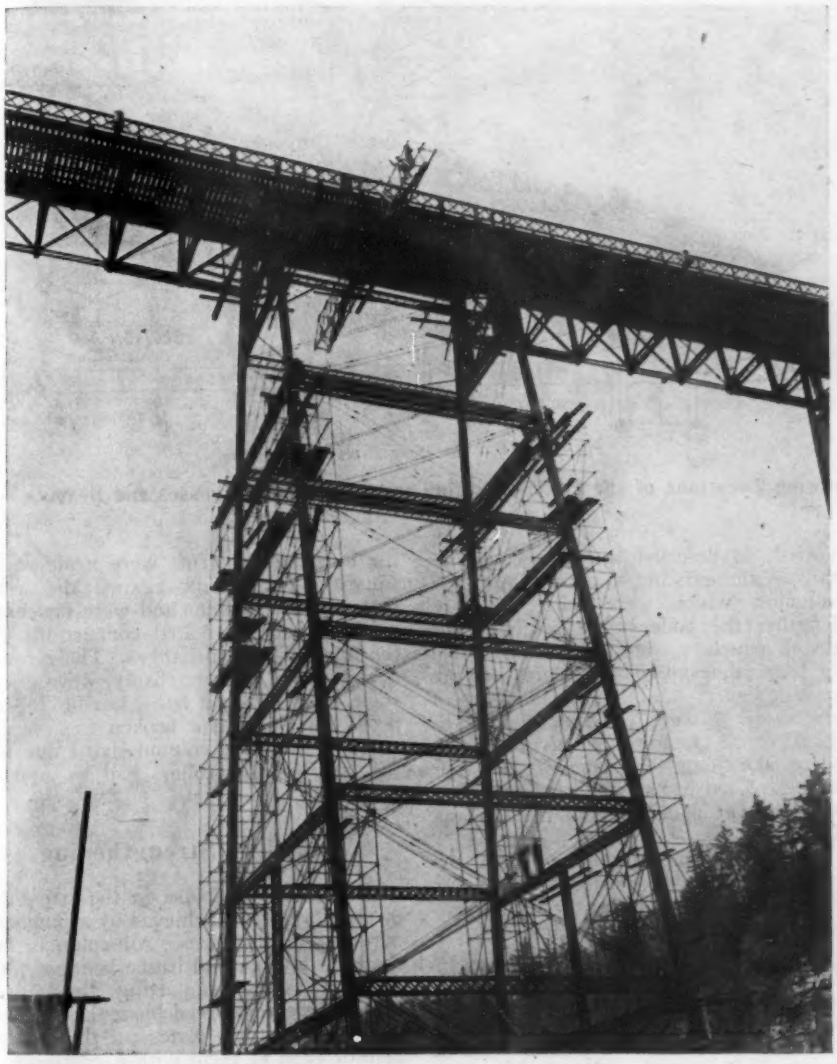
The years of peace-time training sponsored by the railways are bearing fruit in the efficient service being rendered by the operating battalions now in the Military Railway Service of the Transportation Corps. So far as subscriptions to war bonds are concerned, the railway industry and its employes have continued to be well up among the leaders.

Little publicity has been given to the outstanding contribution the railways have been making to the victory garden campaign. Last year 10 railways were awarded plaques by the Victory Garden Institute for excellent effort along these lines and on one railway there were 26,000 gardeners, representing two-thirds of the employees on the system. W. M. Jeffers, president of the Union Pacific, has been serving as chairman of the Industrial Garden Committee, and his railway was one of those honored by receiving a plaque. Other railways receiving them were the Santa Fe, the B. & O., the Burlington, the C. & E. I., the Milwaukee, the G. M. & O., the I. C., the M. P. and N. Y. C. The Association of American Railroads has fostered the campaign by distributing large amounts of victory garden literature, and this has been supplemented by numerous articles in the employee magazines of the individual railroads.

The railways have supplied portions of their rights-of-way and other property free to prospective victory gardeners. Some of the railways have furnished large amounts of free seed; and several have offered war bonds as prizes for the best victory gardens worked by their employees. The agricultural and development departments have fostered the victory garden movement and further information has been disseminated at safety meetings.

When, in addition to the victory garden campaign, the service of the railways in the transportation of perishable products, and the aid to farmers given by railway agricultural experts, are considered, it becomes evident that the contribution of the railways to the "food for victory" plan is outstanding.

Strengthens Viaduct for Heaviest Power



Showing the Scaffolding in Place at One of the Towers. Note Erection Trusses at Top of Tower

High wrought-iron towers in 70-year-old bridge on Buffalo division of the Erie are reinforced to carry the largest steam locomotives on this railroad

By A. M. KNOWLES

Engineer of Structures (Retired)
*Erie**

THE operating advantages inherent in the use of the heaviest steam power available on the system are now being realized on the Buffalo division of the Erie as a result of the recent strengthening of a long viaduct that previously had not been capable of carrying these locomotives. This structure is the 818-ft. viaduct across the Genesee river gorge at Portage, N. Y., which was built in 1875. Owing partly to the nature of the repairs required and partly to the extreme height of the towers, the tallest being nearly 200 ft. high, many difficult problems were encountered in carrying out the strengthening work, which was confined entirely to the towers.

The original bridge at this location, completed in August, 1852, was a massive wood viaduct. When this structure was destroyed by fire in 1875 it was replaced by a wrought-iron viaduct. Although a single-track structure, this bridge was so designed that it could be altered without great expense to accommodate a second track. In other words, while the truss spans were designed to carry only one track (with the idea that they could be doubled up if it should be desired to add a second track in the future), the towers were made of sufficient general dimensions and strength to accommodate a second track.

The Viaduct Described

The wrought-iron viaduct built in 1875 contained 13 spans, of which 10 were 50 ft. long, two were 100 ft. in length, and one was 118 ft. long, making a total length of 818 ft. The track grade was 203 ft. 8 in. above the tops of the foundation piers in the river. The spans consisted of pin-connected deck trusses, placed on 20-ft. centers, which were supported directly on the columns.

Because of increases in the sizes and weights of locomotives and cars it became necessary in 1903 to undertake certain alterations in the viaduct. In this work all the wrought-iron truss spans were replaced with steel construction, which included deck plate girders for all the 50-ft. spans and deck-type pin-connected trusses for the 100-ft. and 118-ft. spans. Both the trusses and the girders were placed on 14-ft. centers and were supported on new header girders installed between the tower columns for this purpose.

The viaduct then remained adequate for some years to carry the loads imposed, but gradually it was again outdistanced by the increasing weights of cars and locomotives, with the result that eventually it became necessary to require that the speeds of most trains be greatly reduced when passing over the viaduct. In addition, when freight trains were double headed it became necessary to cut off the lead locomotive and move it over the viaduct in advance of the balance of the train.

To help cope with the greater burden of traffic that was being imposed on it, the Erie recently purchased a number of 5400-hp. Diesel-electric locomotives for use on its main line between Meadville, Pa., and Marion, Ohio, which is a territory of relatively heavy grades. When these locomotives were placed in service a considerable number of steam locomotives weighing 423 tons each were released for use on other parts of the railroad where they could be employed to good advantage in relieving power shortages. One such section of the road was the Buffalo division, which extended between Buffalo, N. Y., and Hornell. However, there were three bridges on this division that were inadequate in their existing condition to handle the

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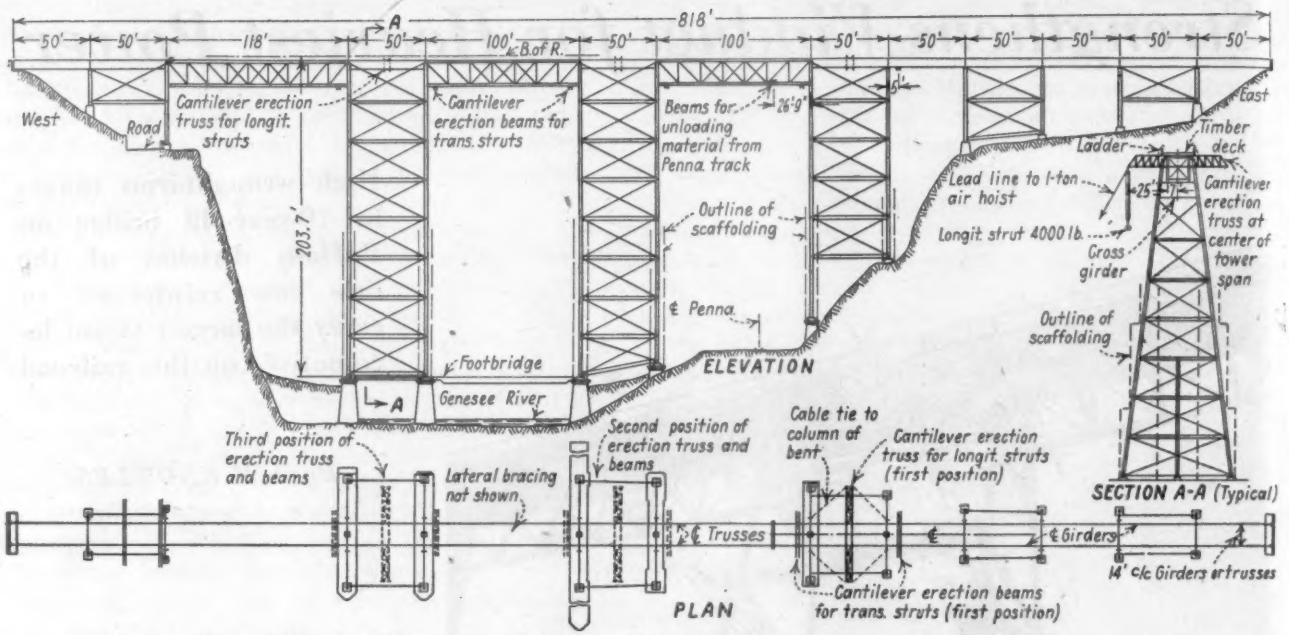


Elevation and Plan of the Viaduct Showing Locations of the Pipe Scaffolding and the Erection Trusses and Beams

heavier locomotives. Among these was the viaduct at Portage, and before the heavier locomotives could be placed in service it was necessary to undertake an extensive strengthening program involving this viaduct.

Since the existing bridge at Portage was a single-track viaduct in double-track territory, and because the 70-year old supporting towers were considerably worn in some of their vital parts, plus the further fact that the existing line contains heavy grades in the vicinity of the structure, a new double-track viaduct, with a grade line at a higher elevation than the old one, was considered desirable. However, in view of the difficulty of obtaining a priority to proceed with a project requiring such a large amount of steel, it was decided to undertake a program for reinforcing the existing structure.

Towers Inadequate

Certain parts of the viaduct, including the main girder and truss spans and the header girders, were adequate without change to carry the heavier power, but practically all of the tower members, especially those in the high towers and in the low bents supporting the truss spans, were in need of attention. In general, the wrought-iron members of the towers were well preserved and in good condition, except for wear at the column joints, and the strut connections to the columns, and of the cast-iron column bases and the roller nests under them. With only about 275 tons of new steel being required to recondition and strengthen the towers, the necessary authority to obtain the material was obtained from government agencies and the work proceeded.

Before discussing the reinforcing work it will be helpful, in the interests of a better understanding of the problem involved, to describe briefly certain details of the existing towers. The tower columns, which were built in 25-ft. lengths (the same as the height of the tower panels), were each constructed of four angles, two side plates and an outside cover plate. The inside faces of the columns were laced and battened. Each of the longitudinal struts, which were 50 ft. long, was composed of four angles placed in pairs and laced, with a single cover plate on both the top and bottom.

Except for the bottom members, the transverse struts consisted of three different sections somewhat similar in composition to the longitudinal struts, except that they varied in length from 20 ft. to 64 ft. The struts were stiffened by angle braces placed diagonally at the tower columns, each of these braces being fastened to the adjacent struts at points 10 ft. from the column. All of the tower bracing consisted of 1¼-in. rods in pairs, with the rods having loops at the ends for engaging pins through the columns. The brace rods were all equipped with turnbuckles near each end.

Each of the columns rested on a cast-iron pedestal with an offset extending up into the column shaft, the pedestals under the north columns of each tower being secured by dowels to cast-iron masonry plates anchored to the masonry, while those under the south columns were supported on roller nests in which the direction of movement was at right angles to the axis of the viaduct.

Splices in the columns consisted of only two 6-in. by ½-in. tenon plates at each joint, which were intended to hold the adjacent sections in line. Dependence for strength at the joints was placed mostly on the square-faced ends of the columns and the effectiveness of the struts and brace rods. While the transverse struts were directly connected to the columns by means of 1⅞-in. pins, the longitudinal struts were made with square ends to butt against the web plates of the columns and were fastened to them only by bolted connections at the top and bottom flanges. These connections had become badly worn. At some of the column bases having roller nests, the bases had broken in several places outside the column shafts due to the fact that the rollers had worn unevenly.

Method of Strengthening

The desired increase in the strength of the towers was achieved by a number of different measures. All columns in the high towers, and in the bents of the shorter towers supporting the truss spans, were reinforced by replacing the lacing and batten plates on the inside face of each of them with a continuous 18-in by ⅝-in. plate. With the exception of the top and bottom transverse struts, a few longitudinal struts installed since the viaduct was built, and certain other struts in the shorter towers, all struts were renewed with more effective sections to resist buckling and vibration. These new struts were riveted to the columns, and the original angle braces at the corners of the towers were removed. The existing diagonal brace rods were retained and half as many more double-looped diagonal rods, 1⅛ in. and 1¼ in. in size, were added where new struts were installed, being connected to pins provided in the ends of the new struts.

In addition, the old roller nests were removed and practically all the masonry plates were replaced with larger ones to secure a larger area of distribution over the masonry. In place of the rollers, slide bearings were provided at the bases of the columns consisting of steel plates with bronze-treated surfaces.

All of the steel used in the reinforc-

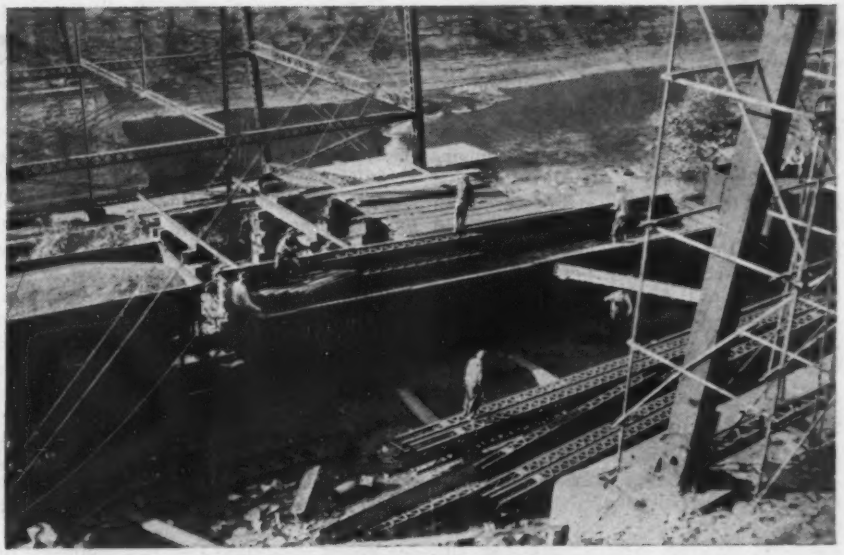
ing work was delivered to the job over a branch line of the Pennsylvania which occupies an abandoned canal bed under the viaduct. Freight trains were stopped long enough to unload one car at a time, except on two occasions when materials were delivered by work trains. The unloading work was accomplished with the aid of air hoists placed at the ground level, with the cables extending through sheaves attached to the viaduct span over the railroad track.

The hoisting of all material for erection purposes was handled with the aid of four utility air hoists and one gasoline hoist located at the ground level under the viaduct. The new struts destined for installation on the inclined sides of the towers were hoisted into position by means of cables extending through sheaves attached to specially-designed cantilever erection trusses placed at the tops of the towers. As the reinforcing work on each tower was completed, the erection trusses were moved forward to the next tower. Material for installation on the vertical (transverse) sides of the towers was hoisted by means of cables extending through sheaves attached to the under sides of the viaduct spans.

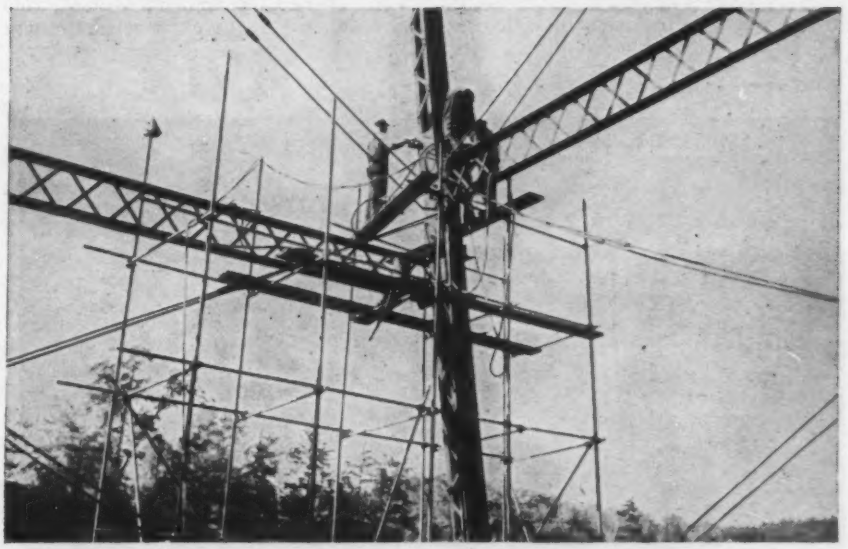
Special Scaffolding

Definite advantages in carrying out the work on the three highest towers were realized by using scaffolding consisting of pre-fabricated tubular members with special clamps for fastening the members together at the joints. Scaffolding of this type was used for the full weight of the three towers. Platforms of timber planks were placed on the towers as needed and steel ladders were used to give access to them. The pipe scaffolding, which was supported on the masonry piers, provided stable and substantial working platforms for the men and tools at any desired level. This proved to be an important asset in carrying out the work.

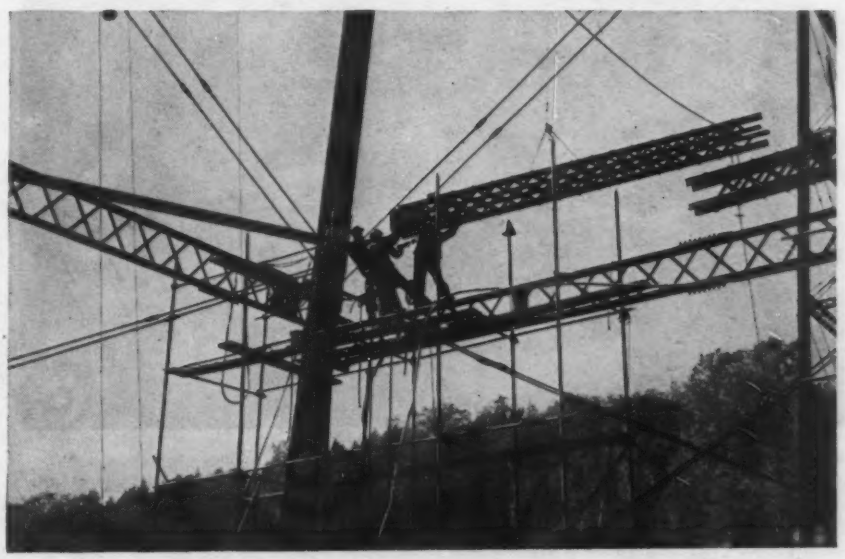
Since railroad traffic over the viaduct was not to be interrupted at any time during the progress of the work, the alterations at the viaduct towers had to be made with care and in accordance with a definite sequence. One of the most critical operations was the removal of the old struts and their replacement with new ones in substantially the same locations. Because of the inadequacy of the existing joint splices, the stability of the old columns depended to such an extent on the effectiveness of the struts and brace rods that at no time could a strut be removed until a substantial temporary strut had been installed in an adjacent position. When the first struts were removed the columns were stayed by temporary heavy wood braces supported on the ground. Afterwards, these and other old struts that had been removed were utilized as



Unloading Material for the Work from a Pennsylvania Train Under the Viaduct



Applying a 6-Ft. Section of New Cover Plate to One of the Tower Columns



Installing a Section of One of the New Transverse Trusses—Other Half of Strut Is Already in Position

temporary struts between the columns in both the longitudinal and transverse directions.

In fabricating the new longitudinal struts they were made full length as no difficulty was expected in making the field connections of these members to the vertical faces of the columns. However, the transverse struts were each fabricated in two pieces and were field spliced at the center. This was done to facilitate erecting them between the inclined faces of the columns and the existing brace rods, and to afford means of adjusting their length to some extent to fit variable conditions at each point.

Applying Cover Plates

Another critical operation was that involved in placing the cover plates on the inside faces of the columns at the locations of the connections for the transverse struts. This operation was complicated by the fact that the ends of the original transverse struts were each fitted with a casting to engage the 1⅞-in. pins through the columns to which the transverse brace rods were connected, and it was not desired to disturb these brace-rod connections during the changing out of the transverse struts and the application of the new cover plates. Hence, in preparation for installing the new cover plates in the vicinity of the connections for a particular transverse strut, the first operation was to install a temporary strut and then to remove the existing strut by cutting out the castings in such a manner as not to disturb the 1⅞-in. pins in each column. A 6-ft. length of the new cover plate was then installed in the vicinity of the joint, following a procedure that involved disconnecting the longitudinal brace rods temporarily. All of the work involved in this procedure was done under traffic except during the interval when the longitudinal brace rods were disconnected, when the work was done between trains.

When applying the 6-ft. lengths of cover plates at the strut connections, these members were riveted in place, utilizing the existing holes in the columns. When the new transverse struts were applied they were riveted through the new cover plates. When the remaining parts of the new cover plates were applied to the inside faces of the columns they were welded to the outstanding legs of the column angles by means of continuous fillet welds, and were butt-welded to each other and to the 6-ft. plates. The existing rivet holes in the tower angles under the new plates were plug welded. As part of the repair work on the columns, the adjoining ends of these members at the joints were brought into line and 14-in. by ½-in. splice plates were riveted to the inside faces of the existing side plates.

* * * *

British Combine Photo

A Blow to Japanese Transport in Burma

At Chumphon, key point in the Japanese communications between their Malayan bases and their forces in Burma and Siam—photographed June 17. One month after this attack had occurred, Royal Air Force bombers found that no effort had been made to clear away rolling stock or re-lay track. Instead the Nips had built a shoo-fly track around the damaged area.

The Brace Rods

As already indicated, the strengthening work involved the installation of new double brace rods at all locations where new struts were applied, these being in addition to the existing brace rods which were retained. The new rods, which were installed between the existing rods straddling the columns, were looped around new pins provided in the gusset plates connecting the new struts to the columns. Each of the new double brace rods contains four turnbuckles. The turnbuckles for the new brace rods were purchased with threaded rod studs which were butt-welded to the looped portions of the brace rods in the shop, and to the straight portions of the rods in the field.

With reference to the repair work involving the foundations of the towers, two of the stone pedestals under the columns of one bent were in a broken condition and were not suitable to take the new larger masonry plates that it was desirable to install. It was necessary, therefore, to repair these pedestals before the new masonry plates could be installed. At the other locations where larger masonry plates were installed, the columns were each raised temporarily a sufficient amount to permit the old plates to be removed and the new ones to be installed. This operation was performed with the aid of two 50-ton jacks placed on suitable supports and bearing against steel brackets attached to the column. The work of changing out the masonry plates was done between trains and the temporary supports were made only of sufficient strength to carry the dead load.

Project Supervision

The designs for the strengthening work were made by the company's engineers, and the fabrication and erection of the material were performed by its bridge forces. The project was carried out under the general supervision of J. W. Smith, chief engineer of the Erie, and was supervised directly by the author, then engineer of structures and now retired. He was assisted by H. A. Dise, then assistant engineer of structures and now engineer of structures, A. A. Visintainer, then assistant engineer and now assistant engineer of structures, and William K. Manning, supervisor of bridges.

General Motors Proposes "Astra Liner"

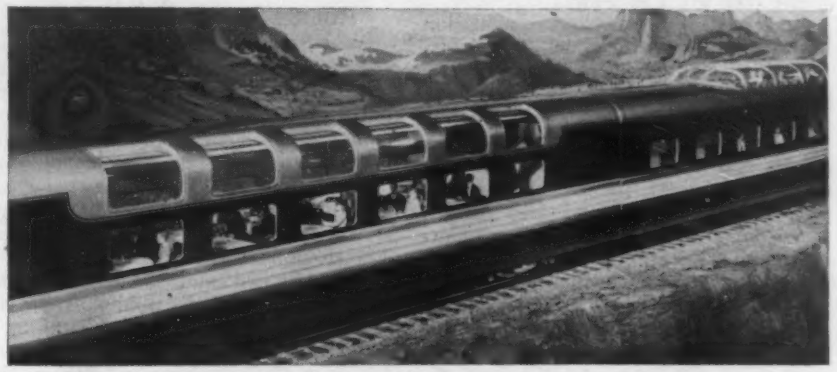
Will contract with car builders for construction of four passenger cars with observation domes and other unusual features

THE "Astra Liner," a Diesel-powered passenger train to be built for General Motors by the existing car-building companies, as announced on July 23 by C. R. Osborn, vice-president in charge of the Electro-Motive Division, and briefly reported and illustrated in the *Railway Age* of July 28, page 179, will consist of four types of cars, all of which will incorporate striking changes in shape and interior arrangement, seating, the arrangement of berths, entertainment facilities, and sanitary provisions. "The Astra Liner cars," said Mr. Osborn in his announcement, "are distinguished by one outstanding feature, the Astra dome. This is a Thermo-pane glass-enclosed upper deck, placed in the central portion of the car roof so that passengers are seated with eye level well above the roof line. Thus, for the first time, passengers will be afforded unimpeded view of the scenery ahead, above and to both sides from a thrilling vantage point.

"The domes in the Astra Liner increase the height over the present standard car only 18 in., which is well within the permissible limits of practically all existing tunnels, bridges, stations and other overhead structures, including electric wires, on American Class I railroads. Otherwise the car dimensions conform to present standards."

The four types of cars which will comprise the Astra Liner are the coach, the diner, sleeper, and observation car.

The Low Partitions at the Ends of the Dining Room Provide an Unobstructed View of the Dining Room Without Obstructing Passageways



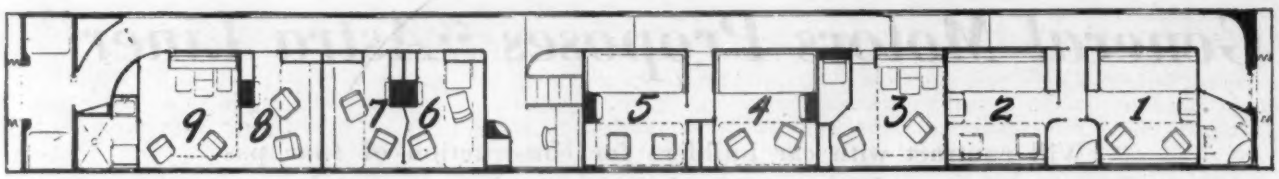
Exterior Model of the Astra Diner with Thermo-Pane Glass Roof Over the Dining Room Section

The Astra Sleeper

New arrangements of berths and other facilities providing approximately 50 per cent more free floor space during daytime occupancy, plus the Astra Dome, are among features suggested in the General Motors Styling Section's designs for the new Astra Sleeper. A reserved seat in the Astra Dome of each sleeping car on the Astra Liner goes with each space in a room on the lower deck. In the scale model of the sleeper prepared by the G. M. designers the Astra Dome has 24 seats. This feature adds the charm and luxury ordinarily associated with a deck chair on an ocean liner, with the greater attraction that the scenery from a train is much more interesting. Use of laminated glass, such as has been proven under gunfire in windshields of thousands of airplanes during the war, for the gracefully curved roof of the Astra Dome, gives passengers 360 degree vision from a high vantage point. Eye level is above ordinary car-roof height. The passengers have an unobstructed view ahead. Heat absorbent Thermo-pane glass is used. The laminated feature provides safety and long life, and the Thermo-pane feature prevents fogging in cold weather as well as helping to maintain a comfortable temperature in the Astra Dome in all weather.

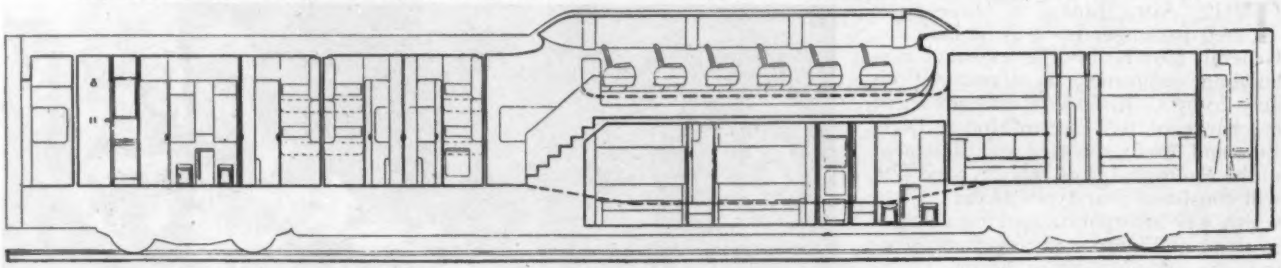
Room for the Astra Dome is found within the limits of overhead clearance by the placing of three bedrooms beneath it on a lower level than the rest of the car floor. The usual side aisle, leading to the rooms, is depressed in the section underneath the Astra Dome to provide 6 ft., 6 in. head clearance. The three rooms beneath the Astra Dome are reached from this depressed portion of the aisle by two steps downward.

While there are notable innovations in all of the bedrooms in the new type of sleeper, three outstanding new types of rooms are modeled. One new type is a pair of adjoining rooms opening off a lateral passageway from the through passage. Each of these rooms has one lower and two upper berths. In the normal day set-up, the lower berth, located on the wall opposite the window, is made up as a comfortable lounge with loose cushions that can be arranged to suit the occupant. The two upper berths, one above the lounge and the other parallel and attached to the outer wall, are folded into the walls during the day. Two comfortable movable chairs are located in the large space between the



Astra-Dome Sleeping Car

Length of car over buffers, ft.-in.	84-6	Between truck centers, ft.-in.	59-6
Top of car to rails, ft.-in.	13-6	Passengers in sleeping rooms	20
Top of Astra Dome to rails, ft.-in.	15-0	Passengers in Astra Dome	24



lounge and the window. The two rooms are served by the same toilet, located between them at the end of their common lateral private hallway to the public passage. This is one of the moves by which the designers provided the unusual amount of free floor space in this type of room. Five passengers may be comfortably seated in such a room so that all have a good view out of the window, which is 5 ft. wide. (All sleeping car windows in the Astra Diner are 5 ft. wide except in the single bedrooms where they are 4 ft. wide.)

Each of these rooms has a combination lavatory and dressing table. The dressing table is converted into a lavatory by merely lifting the hinged top. Concealed in the lounge-berth is a luggage compartment. A 5-ft. section of the lounge seat lifts up, raising with it, to a convenient height, the luggage drawer. This drawer is wide and deep enough to accommodate two rather large suitcases.

Both upper berths can be down, but passengers still may be seated in the chairs at the window or on the lounge. Individual reading lamps beamed from the bottom of the upper berth nearest the window, make it possible for some occupants to sit up "downstairs" without disturbing those who have retired. Since these two rooms open off a private hallway they can be made into a roomy suite by merely leaving the inner hallway doors open and closing the hallway door to the public passage.

These rooms are decorated by wide scenic panels around the walls approximately coinciding with the window levels. This treatment, which adds to a feeling of spaciousness, is made possible by a new material, called "V-board." Pictures, lithographed or otherwise put on paper, are given plastic treatment, which results in a flexible sheet about 1/32 in. thick. This sheet can be bent or creased at will, making it possible to put it on a surface like wallpaper. It can be cemented to any material likely to be used for car walls. The plastic covering makes the murals as safe from damage from ordinary wear and tear, including washing, as the best of painted walls. Recesses are sunk just above head level of all berths in the room cars. These recesses accommodate a water carafe, books, purses or any other articles the passenger may want handy while in bed. Indirect tubular lighting fixtures inside these recesses provide unusually efficient illumination for reading in bed.

Rooms Under Astra Dome

The rooms located under the Astra Dome are of another type. Each has two lower berths, one of them a conversion lounge, located along the wall opposite the window. The other berth folds into one of the end walls (as in a roomette) by day, and opens out under the window and alongside the outer wall at night. The space next to the window by day is occupied by two comfortable chairs. The backs of these chairs fold down to fit beneath this outer lower berth at night.

In these rooms the toilet and lavatory fold out of a sanitary column in the center of one wall, rather than in the outer wall as at present. When the toilet is in use a folding screen, concealed in the column, may be pulled out and around to afford privacy.

All bedrooms in this car have a full length wardrobe, designed to accommodate dinner dresses and long overcoats without crumpling the hem. Mirror panels at window level around the walls add to the feeling of spaciousness.

For those who desire extra roomy space on a train, there is an unusual room arrangement in the end of the Astra Sleeper. This can be used either as a three-room suite—shower and toilet room, double bedroom and single bedroom all in one; or as a suite consisting of the bathroom and double bedroom, with the single bedroom shut off for separate occupancy. By opening a collapsible wall between the two bedrooms, a living room almost as large as a small hotel bedroom is attained.

Arranged for daytime occupancy, the double bed folds into the wall opposite the window. A small table and two seats unfold from the bottom of the bed, to provide game or writing facilities, or serve as a coffee table. Two comfortable lounge chairs are placed by the window. Other folding chairs may be brought in by the porter if required.

The single bedroom, which is typical of other single bedrooms in the car, is distinguished by the large increase in free floor space by day. This is accomplished by the simple expedient of making the lower berth fold into a side wall as does the upper berth. This leaves ample room for the two comfortable movable chairs to be placed by the window. At night the back of one of these chairs folds down and it goes beneath the lower berth, while the other chair remains by the window for use in dressing or undressing. All of the single bedrooms have a 4-ft. window. This is made possible by the placing of the sanitary column on a side wall instead of on the outside wall as at present.

Passengers mount to the Astra Dome by a stairway that leads upward from a lateral hallway placed between rooms about one-third of the distance from one end of the car. The stairway is deliberately made narrow enough that passengers will naturally grasp handrails for ascending or descending and the steps are illuminated. The small space at the end of the hallway leading to the Astra Dome stairway, between the stairway and the outer car wall, is occupied by a chair and desk which serves as the porter's or conductor's headquarters. Lavish use of color and other modern decorative devices is apparent throughout the car.

The Astra Diner

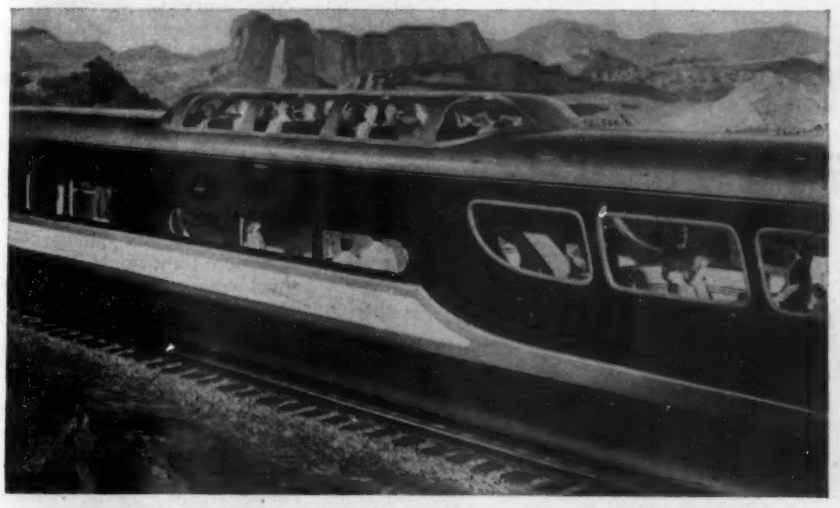
Two new types of dining cars have been suggested by the General Motors Styling Section. One, which has the

same contours as the present steel roofed cars, is distinguished by upper wall and rounded roof construction of the same Thermo-pane glass used in the Astra Dome. The glass portion of the roof extends over the section of the diner occupied by tables. Plastic shades may be adjusted underneath the glass roof sections in case sun glare becomes objectionable. This gives the diner the characteristics of a fashionable out-of-doors cafe, or of a roof garden.

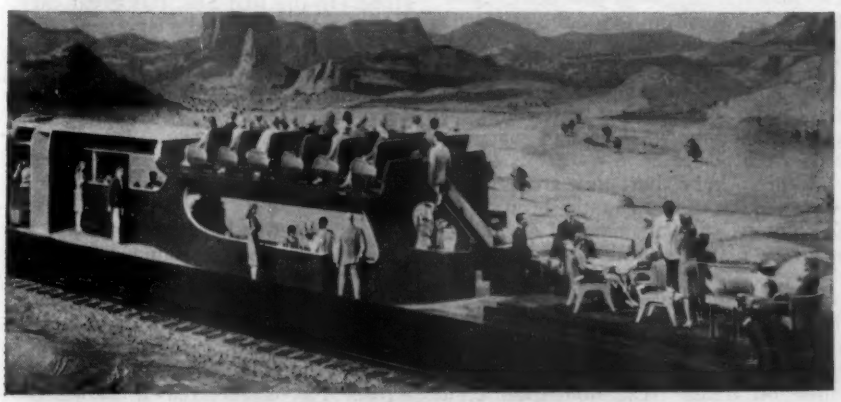
Two end tables may be removed and folded into slots in the side walls. This leaves an intimate space in which five or six couples may dance after dinner. The arrangement of linen storage space and low partitions at the kitchen end of the diner permit waiting passengers to see the table seating situation without crowding into the aisle and getting in the way of waiters passing to and from the kitchen. A small service bar is located at one side of the entrance to the table space. A cocktail lounge waiting alcove seating 10 persons is provided at the end of the diner opposite the kitchen. The partition separating this space from the table space is low enough to permit occupants to see the table seating situation without getting into the aisle.

The other diner, which is the type that will be included in the Astra Liner to be built, departs completely from conventional dining-car design. This car will have an Astra Dome that will serve as part of the dining space. Tables will be located in both ends of the car and in the dome, while the kitchen will be located in the depressed central portion of the car underneath the dome. A service pantry will be adjacent to the kitchen toward one end of the car and on the regular car floor level.

In addition to its appeal as a highly unusual place in which to enjoy food this car will have a number of practical operating advantages. It will seat at least ten more persons than the present diner and all diners will have more "elbow room." Serving will be expedited by the service pantry arrangement. Whereas dining-car waiters now go back into the kitchen for food, they will have their orders filled from the service pantry over a counter in the Astra Diner. This counter is located in a passageway that runs along a car wall, giving easy access to the dining rooms in both ends of the car. The waiters serving the Astra Dome will dispatch used dishes and receive food via a dumb waiter from the kitchen immediately below.



The Astra Dome in the Astra Lounge Car—The High, Wide Windows at the Right Are in the Observation Room



Cut-away Model Illustrating the Arrangement of the Floor Levels in the Astra Lounge Car

The observation-room floor at the right is 18 in. higher than in a conventional car—The ramp in the side corridor leads to the lower-level cocktail bar below the dome—At the left on the conventional floor level is the upper-level cocktail lounge reached by a flight of three steps directly from the lower-level lounge.

The Astra Lounge

The Astra Lounge has five levels: the regular car floor level, a center ramp, a lower cocktail lounge, a rear observation lounge and the Astra Dome. This permits an array of attractive sights within the car itself, to say nothing of the enjoyment of moving into several totally different atmospheres by merely stepping around a gracefully curved corner or going up or down a few steps. The car has 75 comfortable places to sit, at least 40 of which are movable.

As in the Astra Sleeper the dome is in the roof approximately in the center of the car and is equipped with 24 seats. The seating may be varied. It would be possible on transcontinental trains to equip the dome with fewer seats of chaise-longue style for sun bathing or a quiet nap. The space beneath the dome is used as the lower level cocktail bar. This space is given an intimate air by the short bar across one end, equipped with high seats; by high narrow windows, by the low ceiling and built-in nooks. A more formal cocktail lounge is located on the regular car floor level at the forward end of the car. This room is entered either from a door at the forward end of the car or by three steps that lead up out of the lower cocktail lounge. Lavish use of color and amusing cartoons feature the decoration in both of these rooms.

The observation lounge at the rear end of the car has a floor 18 in. higher than the regular car floor level. The windows are unusually wide and deep. The rear cockpit has only two small pillars to obstruct rear view and the sloping, rounded rear windows permit exceptional upward view. Most of the furniture in this room is movable, permitting passengers to form their own groups as in a private living room. The stairway to the Astra Dome leads out of the observation lounge.

The Astra Coach

The Astra Dome in the Astra Coach is a duplicate of the dome suggested for the Astra Sleeper. The space beneath the dome becomes available for a wide variety of uses that would give an all-coach train of this type high passenger appeal.

The extra space gained by the addition of the dome may be used, of course, to increase seating capacity. This arrangement might be followed for suburban or other short run trains. However, use of the space under the dome for special facilities for added comfort and enjoyment of the passengers is suggested for those runs taking several

hours or overnight. The cars on overnight runs may be equipped with additional wash room facilities.

Playroom for Children

In the women's and children's car the under-dome space is divided between an unusually large lounge for women and an isolated playroom for children. Heavily padded quilted sides for the playroom and playthings devoid of sharp corners are suggested. The woman's lounge has provisions for the comfort of mothers traveling with children, especially babies. Mothers may bring along their own formulas, identify them with gummed labels upon which they have written their own names and store large bottle or cans in a Frigidaire recessed into a wall. Beside this Frigidaire is an electric bottle warmer and an especially high faucet. A diaper changing table unfolds from a wall. A high-chair, securely fastened to the floor, sits in a corner of the lounge. Mothers may be free to perform their own toilet by strapping babies in the high-chairs.

The dressing ledges, mirrors and chairs rival those in the finest powder rooms in the smartest of hotels. Space beneath lavatories would be enclosed to cover what sometimes becomes unsightly, refuse-catching plumbing. The fronts of these enclosures would be hinged at the bottom. Slots at the top would receive soiled towels. The towels would fall into a large disposal rack on the inside of the hinged panel, which the porter would empty at proper intervals.

Another suggested use of the under-dome space is to divide it into "Family Coach Sections." These would be private rooms, equipped with five reclining seats. A family party could have such a room by payment of a slight extra charge. Odd spaces left over between Family Coach Sections could be utilized as automat snack bars or card rooms.

Roll-away coat and hat racks that disappear into a nook have been designed. One new type of coach seat suggested would have a shelf underneath the seat in which a suitcase could be kept. A wide variety of color combinations is suggested for the coach.

How Rommel Was Reversed

America's railroads helped deliver the goods that rolled back Rommel's Afrika Korps in the Fall of 1942 and saved Egypt

By COL. KRAUTH W. THOM

Port Transportation Officer
New York Port of Embarkation

AMERICA'S railroads have done many monumental jobs for the Army Transportation Corps in this war, but none was more spectacular than the forwarding of emergency materiel for the hard-pressed British Eighth Army before El Alamein in the summer of 1942.

Now, three years later, it is possible to tell the full story of the part America's carriers played in loading a six-ship emergency convoy for Suez, bringing in still more materiel for the Seatrain "Texas" when one of the vessels in the convoy was torpedoed, and rushing six tanks to shipside within two hours of sailing time to complete the Seatrain's cargo.

That summer of 1942 was a crucial one in the war. The British had lost 230 tanks in a vain attempt to stop Rommel's sweep across North Africa and it now had only 70 left. Most of their guns, too, had been engulfed in the forward rush of the Afrika Korps. Help was needed, help from America.

Movement to Shipside

Working with Gen. Brehon Somervell, Commanding General, Army Service Forces, a three-man British mission had arranged for the delivery of the tanks, guns, trucks, locomotives and munitions the British needed to save Egypt. There could be no too little and too late this time. Maj. Gen. Charles P. Gross, the Army's Chief of Transportation, ordered the emergency convoy to sail directly for Suez on July 13, 1942. The materiel had been produced. Now it was the responsibility of the railroads to bring it to shipside at the New York Port of Embarkation where the movement was being set up under the direction of Maj. Gen. Homer M. Groninger, who at that time was commanding general of the port.

Within a very short time trains from every section of the country brought in 37,824 tons of war materiel including hundreds of tanks, tank destroyers, explosives, locomotives and miscellaneous essential military equipment. The six ships, the "Zaandam," "Fairport," "Exhibitor," "Tarn," "Empire Oriole" and "Hawaiian Shipper" were loaded and sailed on time. Near mid-Atlantic, a Nazi U-boat got through and sank the "Fairport" with more than 5,000 tons of tanks, guns and other materiel the British badly needed. The rest of the convoy went on.

Gen. Groninger got his orders from higher headquarters to replace the lost materiel at once and send another ship on its way. Col. Hans Ottzman, superintendent of the Water Division, prepared the Seatrain "Texas," a specially-built cargo vessel 460 feet long with a gross tonnage of 8,061, a cruising radius of more than 16,000 miles and a top speed of 16½ knots. She was the pride of the Transportation Corps because she could carry more in faster time than any other cargo vessel afloat and she was self-loading.

Patriotic Cooperation

It become my responsibility to find the replacement materiel and get it in, an impossible job without the full, patriotic cooperation of the railroads involved. They did the job. More than 150 freight cars brought in 52 Sherman tanks, 25 tank destroyers, 78 miscellaneous military vehicles and 10 locomotives, more than twice the cargo the sunken "Fairport" had carried.

On July 29, the morning of the day the Seatrain "Texas" was to sail, another blow fell. New York is, of course, a lighterage port and in bringing over the last six tanks there was an accident. All six fell in the slip beside the Seatrain "Texas" and rested in 42 feet of water. Gen. Groninger asked me, "Well, what are you going to do about it?" Once again, I had to call on the railroads.

There were six Sherman tanks available for shipment at the arsenal at Chester, Pa., and there were six flat cars in the yard on which they could be sent here. Approval was received from the Office of Chief of Ordnance for the emergency movement and I was assured the six tanks would be at shipside by ten o'clock that night. In fact, the transportation arrangements were made while Gen. Croninger smoked three cigarettes and took a "chaw" of tobacco.

The job was done. The tanks arrived on time. The Seatrain "Texas" sailed as scheduled on a solo dash, completely without escort, through the U-boat-infested Caribbean, across the South Atlantic and around the Cape of Good Hope. In the Red Sea, this great cargo ship caught up with the emergency convoy that had set out 16 days ahead. The Seatrain "Texas" arrived at Port of Suez one day ahead of the convoy on September 7, 1942.

A Key Battle Won

It is noteworthy that some of the American locomotives shipped over were used to help haul the emergency shipment of tanks and guns to the front so that, when Rommel struck shortly afterward, the British were ready for him. El Alamein not only was saved—the Afrika Korps received a blow from which it never recovered and German arms were thrown out of Africa. The key battle for the Mediterranean was won, due in large measure to the work of American railroads.

Purchases Continue at High Levels

RAILWAY purchases of fuel, materials and supplies exclusive of equipment, by Class I roads continued at high levels during the first four months of 1945, and amounted to $517,926,000 according to estimates prepared by *Railway Age* based upon special reports received from 80 individual carriers. Although the total represents a reduction of approximately 3 per cent in comparison with the same period last year, purchases in general showed a firmer tendency during the month of April after easing off during the first quarter of 1945. That these railway expenditures are continuing at a high level is evidenced by the fact that the total for the first four months of 1945 is 21 per cent greater than for the same period in 1943, 17 per cent greater than for the first four months of 1942, 53 per cent greater than for the corresponding period in 1941 and 74 per cent greater than for the first four months of 1940.

As further indication of the continued high volume of railway buying, the purchases of all materials except fuel amounted to $330,204,000 for the first four months of 1945, slightly more than for the corresponding period last year, 32 per cent greater than in 1943, 7 per cent greater than in 1942, 42 per cent more than in 1941 and 61 per cent greater than in the first four months of 1940.

The influence of government control still is very much in evidence and is reflected in the increase of four per cent in expenditures for miscellaneous materials and supplies used for the general maintenance of equipment and fixed properties which amounted to $286,565,000 compared with $275,050,000 during the same period last year. The greater availability of many materials and products within this category is also indicated because this year's total represents an increase of 36 per cent over corresponding purchases for the same period in 1943, 6 per cent greater than in 1942, 45 per cent greater than in 1941, and 71 per cent more than for the first four months of 1940. It is significant that again the category of miscellaneous materials and supplies is the only one that shows an increase over the corresponding period of last year.

Expenditures for crossties were 18 per cent less than during the same period in 1944 and reflect the general inadequacy of the price ceiling during that period as well as the effect of discriminatory prices for lumber that in themselves were so largely responsible for the reduction in crosstie production. Expenditures for crossties during the period amounted to $22,692,000 compared with $27,685,000 in 1944 while they were 5 per cent, 3 per cent, 49 per cent, and 32 per cent greater than for the first four months of 1943, 1942, 1941 and 1940 respectively.

Rail Receipts Slump

The receipts of rail during the first four months of 1945 slumped 21 per cent under last year's corresponding period and amounted to $20,948,000 or 16 per cent more than in the first four months of 1943, 27 per cent greater than for the corresponding period in 1942, 12 per cent more than for the first four months of 1941 and approximately 1 per cent greater than the corresponding period of 1940.

Expenditures for fuel during the first four months of this year amounted to $187,721,000 or 9 per cent less than last year's $205,314,000 but 5 per cent more than for the same period in 1943, 40 per cent more than in 1942, 78 per cent more than in 1941 and more than double the expenditures during the first four months of 1940. The stock of bituminous coal and lignite held by Class I railroads on May 1, 1945, amounted to approximately 9,508,000 tons representing 27 days' supply but approximately 7½ per cent less than the inventory carried on the same date last year. On the other hand, average daily consumption during April, 1945, amounted to 353,000 tons per day compared with 373,000 tons for the month of April, 1944.

Railway Purchases January Through April 1940-1945—Class I Roads

Miscellaneous Materials and Supplies—In Thousands

	1945*	1944	1943	1942	1941	1940
January	$69,209	$64,987	$49,000	$68,988	$45,387	$45,506
February	65,707	65,693	48,407	63,148	43,400	39,870
March	75,634	75,033	56,911	71,103	53,988	42,589
April	76,015	69,337	56,412	66,409	55,377	39,354
Four Months	$286,565	$275,050	$210,730	$269,648	$198,152	$167,319

Fuel—In Thousands

	1945*	1944	1943	1942	1941	1940
January	$48,452	$50,341	$39,883	$32,851	$27,254	$24,965
February	43,966	50,041	41,542	31,991	27,894	24,208
March	49,173	53,277	49,297	34,025	31,113	21,870
April	46,130	51,655	48,369	35,230	19,198	21,565
Four Months	$187,721	$205,314	$179,091	$134,097	$105,459	$92,608

Crossties—In Thousands

	1945*	1944	1943	1942	1941	1940
January	$5,722	$6,895	$4,037	$4,871	$3,434	$4,116
February	5,597	6,675	4,530	4,814	3,475	3,916
March	5,659	7,370	6,481	6,100	4,042	4,625
April	5,714	6,745	6,625	6,143	4,317	4,571
Four Months	$22,692	$27,685	$21,673	$21,928	$15,268	$17,228

Total Materials Less Fuel—In Thousands

	1945*	1944	1943	1942	1941	1940
January	$80,003	$78,305	$57,848	$76,930	$52,280	$53,123
February	76,603	78,632	57,277	71,775	52,164	48,564
March	87,069	90,103	68,110	80,969	63,190	53,209
April	86,529	82,257	67,218	78,379	64,544	50,345
Four Months	$330,204	$329,297	$250,453	$308,053	$232,178	$205,241

Rail—In Thousands

	1945*	1944	1943	1942	1941	1940
January	$5,072	$6,423	$4,811	$3,071	$3,459	$3,501
February	5,299	6,264	4,340	3,813	5,289	4,778
March	5,777	7,700	4,718	3,766	5,160	5,995
April	4,800	6,175	4,181	5,827	4,850	6,420
Four Months	$20,948	$26,562	$18,050	$16,477	$18,758	$20,694

Total All Materials and Fuel—In Thousands

	1945*	1944	1943	1942	1941	1940
January	$128,456	$128,646	$97,731	$109,781	$79,534	$78,088
February	120,569	128,673	98,819	103,766	80,058	72,772
March	136,242	143,380	117,407	114,994	94,303	75,079
April	132,659	133,912	115,587	113,609	83,742	71,910
Four Months	$517,926	$534,611	$429,544	$442,150	$337,637	$297,849

* Subject to revision.

New Service Flag Insignia

The Boston & Maine's service flag in North station, Boston, in addition to its blue star reading 3,749 men and women in the armed services, and its gold star with 86 killed, now bears an additional number for those employees who have been honorably discharged and have returned to their regular jobs. Marie Johnson, of the freight traffic department, here places the current figure, 144, for employees now back with the B. & M.

Rate-Making and the Anti-Trust Law

A critical appraisal of A. C. Wiprud's book, "Justice in Transportation," and of the factual and theoretical assumptions thus revealed as basis for Justice Department's assault on long-accepted rate-making practices

By ELMER A. SMITH
Senior General Attorney
Illinois Central System

THE question whether rail, motor and water carriers should be regulated by the Interstate Commerce Commission pursuant to the standard found in the Interstate Commerce Act, or by the Anti-Trust Division of the Department of Justice through its notions of how the Sherman Anti-Trust Act should be enforced, is sharply presented to the public in a recent book entitled "Justice in Transportation," by Arne C. Wiprud.* Mr. Wiprud was for several years special assistant to the Attorney General in the Anti-Trust Division, from which position he recently resigned.

The book bears the usual caveat of books written by government officers, to the effect that it does not necessarily constitute the views of the Department of Justice. But the various addresses of Judge Thurman Arnold, formerly Assistant Attorney General in charge of the Auti-Trust Division, and of his successor, Wendell Berge, who remains in that position—and particularly the statements made in 1943 by Messrs. Arnold, Wiprud, and other representatives of the Division before the Senate Committee on Interstate Commerce[1]—disclose that the views expressed in this book are the identical views repeatedly voiced by the officers of the Anti-Trust Division. This book is thus, in substance, the Anti-Trust Division speaking. Time alone will determine whether it will continue to reflect the views of that Division.

The book, as will be demonstrated further on herein, is not a trustworthy source of information about the transportation industry, but it serves a useful purpose in gathering together in one place the Anti-Trust Division's theories respecting the application of the Anti-Trust Act to carriers, and the manner in which the Interstate Commerce Act should be administered. The Division has but one solution for transportation problems of every kind, but one standard for the protection of the public interest: competition carried on under the supervision and dictation of the Anti-Trust Division, of the kind condemned and forbidden by Congress in its declaration of national transportation policy.[2]

The book is divided into seven chapters: I. A Transportation Crisis; II. Monopoly; III. Regulation; IV. Rates; V. Anti-Trust Laws; VI. Plans to Perpetuate Monopoly Power; and VII. Transportation of the Future. But these chapters reflect no sharply divided treatment of these various subjects.

Running through all the chapters are criticisms of Congress, of every tribunal, and of every officer of the government who has had anything to do with the regulation of carriers or with the transportation industry. The government is charged with a fateful remissness which left the United States without adequate transportation systems for the war emergency! Congress is criticized for the passage of the Transportation Act of 1920, of the Motor and Water Carrier Acts. The Supreme Court is criticized because of recent decisions upholding the validity of certain orders of the Interstate Commerce Commission.

The Office of Defense Transportation, the chairman of the War Production Board, and the Board of Investigation and Research—all are criticized because they thought that carriers should be permitted to confer and consult among themselves respecting changes in rates. The Civil Aeronautics Board, in the opinion of the Division, has administered the Civil Aeronautics Act in such a way as to preserve monopoly. The Secretary of War and Secretary of the Navy are criticized because of their failure, with few exceptions, to protest against what the Anti-Trust Division believes to be high rates.

But the tribunal singled out for sharpest criticism by the Division is the Interstate Commerce Commission. It is clear that the Division believes that the Commission in its administration of the Interstate Commerce Act has largely failed to protect the public interest. The book displays the deep distrust and ill-feeling which the Division bears towards the Commission.

Why This Book Merits Critical Analysis

The publication in these pages of a review of the searching thoroughness of the one here presented—by one of the country's most respected authorities on the subject of government regulation of transportation rates—is explained by the fact that Mr. Wiprud's book obviously reflects the conclusions and purposes of government attorneys who have the determination, and who are seeking the power, to enforce their opinions whether or not they conform to the lessons of experience and a competent estimate of the requirements of the public welfare. Mr. Wiprud's lucubrations, that is to say, do not have to rely upon a content of philosophical and factual validity to make them important.—*Editor.*

Superficiality

This book's comprehensive omissions of reference to important pertinent facts of the history of transportation regulation and of the record which that history reveals of the purpose of Congress in passing the Interstate Commerce Act—and the omission or misinterpretation of significant events from the record of the actual administration of that Act over a period of 58 years by the Commission—convicts the Anti-Trust Division of superficiality in its investigation of the complex data from which, nevertheless, it has reached dogmatic conclusions. The Division knows with the utmost certainty just how carriers should be regulated, how rates should be made, and, indeed, what the very rates should be—and it has reached its convictions without giving any evidence of mastery of the subject matter.

Any one familiar with the history of transportation and of transportation regulation will find running through all the chapters of this book fallacies and sophisms—so numerous that it would require a book as long as the original to give adequate critical attention to all of them. Some of the factual statements are wholly inaccurate and others inadequate, as are the conclusions the author draws from such statements.

Built as this book largely is upon the statements submitted in 1943 by Messrs. Arnold, Wiprud, and other representatives of the Division before the Senate Committee on Interstate Commerce, what Commissioner Eastman said before that Committee regarding these statements has equal application to this

* Published by Ziff-Davis Publishing Company, New York and Chicago, price $2.50.

1. Hearings before Committee on Interstate Commerce, U. S. Senate, 78th Cong., 1st Sess., on S.942: A Bill to Amend the Interstate Commerce Act to Provide for Agreements Between Common Carriers by Railroad, etc.

2. Transportation Act of September 18, 1940, 49 U.S.C., notes preceding secs. 1, 301, and 901.

book—and Mr. Eastman said he regarded the memorandum written by Thurman Arnold to the members of his staff—

"for the most part as a collection of partisan and extreme conclusions and inferences from factual premises which were, to a considerable extent, incomplete or inaccurate."

And Mr. Eastman, after quoting from a memorandum submitted by Mr. Arnold to the Attorney General on July 9, 1942, said:

"I do not agree that these statements come within measurable distance of the facts."

One fundamental fallacy permeates every chapter of "Justice in Transportation." It is thus stated in the last chapter: "Competition must continue to be the keystone of our governmental policy in transportation."

The Division relies in support of this conclusion upon decisions[3] of the Supreme Court handed down in 1897 and 1898, under conditions wholly different from those existing today. It will be recalled that at that time the Commission did not possess the power to fix maximum rates.

Congress' Views Ignored

But an examination of the amendments to the Interstate Commerce Act made since 1898, the reports of Congressional Committees and the Congressional debates which led to these amendments, and the annual reports of the Commission, shows that every amendment (particularly the amendments of 1906, 1910, 1913, 1920, 1935, and 1940) has been a step away from competition as the keystone of our governmental policy and toward regulation as that keystone. Congress has recognized by these acts, and particularly by the declaration of national transportation policy in the Transportation Act of 1940, that the protection of the public interest in transportation is to be found in the regulation administered by the Commission pursuant to the Congressional policies and standards in the Interstate Commerce Act.

The Anti-Trust Division in a brief signed by Francis Biddle, then Solicitor General, filed in January, 1940, in the Supreme Court in *Federal Communications Commission* v. *Sanders Brothers Radio Station*, after pointing out the difference between the Federal Communications Act and the Interstate Commerce Act, said:

". . . In the regulation of railroads Congress has taken over control of the rates and charges which may be collected and has otherwise assumed authority to prescribe the manner in which the business shall be conducted. The Transportation Act of 1920 was designed to effectuate that control for the primary purpose of assuring the public an adequate and efficient transportation system. . . .

"In other words, in the case of the railroads there has been a substitution of governmental regulation for competition as a means of protecting the public."

The Supreme Court when it came to decide this case[4] said:

"Congress has not, in its regulatory scheme [respecting broadcasting], abandoned the principle of free competition, *as it has done in the case of railroads*, in respect of which regulation involves the suppression of wasteful practices due to competition, the regulation of rates and charges, and other measures which are unnecessary if free competition is to be permitted." (Emphasis supplied.)

That Congress, the Anti-Trust Division notwithstanding, has not made competition the keystone of its governmental policy in transportation, is shown by the declaration of national transportation policy contained in the Transportation Act of 1940. Congress here declared it to be the national transportation policy—

"to provide for fair and impartial regulation of all modes of transportation subject to the provisions of this Act, so administered as to recognize and preserve the inherent advantages of each; to promote safe, adequate, economical, and efficient service and foster sound economic conditions in transportation and among the several carriers; to encourage the establishment and maintenance of reasonable charges for transportation services, without unjust discriminations, undue preferences or advantages, or unfair or destructive competitive practices; . . . ."

The Interstate Commerce Act and this declaration of policy make it plain that regulation by the Commission has been and still is entrusted with the responsibility of achieving these great purposes, and not competition carried on under the direction of the Anti-Trust Division. The evidence of its action in carrying on a popular political campaign in behalf of its theories makes clear that the Anti-Trust Division is seeking to thwart the intent of Congress, clearly and unequivocally expressed, and to arouse misinformed and emotional mass support for policies of regulation which are without standing in any informed quarter. The Congressional declaration, its significance, its objectives, and the means by which its objectives are to be attained, are ignored in "Justice in Transportation."

An Inapplicable Theory

The Anti-Trust Division, as this book shows, has brought about a clash between the theory of perfect competition, which the Division would apply to carriers now subject to the detailed regulation provided for in the Interstate Commerce Act, and the theory of regulation as embodied in that Act. Mr. Commissioner Aitchison put it well when he recently said[5] that there are head-on conflicts in existing law and in policies of administration which must be resolved one way or the other, or be settled by compromise sanctioned by law, that the choice of future policy will determine the course and manner in which foreign and domestic commerce will be carried on, and that some choice must be made.

The principle now advocated by the Division of free-for-all competition has never worked successfully here or elsewhere in large-scale common-carrier transportation. It has been tried and found wanting. It is in the very teeth of experience.

As the Federal Coordinator of Transportation said in one of his reports:[6]

"Experience has shown that in transportation free and open competition without let or hindrance does not protect the public but instead does it harm. For many years we tried it with the railroads and it did not work. . . . It was these abuses of competition which were mainly responsible for the creation of the Interstate Commerce Commission in 1887, as a reading of its first annual report will plainly show. . . ."

The Commission's decisions dealing with motor carrier rates which the author cites disclose that the kind of competition which the Division would substitute for the regulation provided for by Congress was more recently tried out in the motor carrier industry, and was again found wanting. The Commission in one of these cases (*Central Territory Motor Carrier Rates*, 8 M. C. C. 233) said:

"The evidence of respondents [motor carriers] . . . . reveals that the motor-carrier industry in this territory is in a demoralized condition, due principally to conflicting rates and practices, the lack of unity of action among respondents, and continuing rate wars. There can be no doubt that the rate structure is filled with inequalities and incongruities. . . ."

The failure of the Division to distinguish between the transportation industry, an industry subject to regulation in the most minute detail by an administrative tribunal—an industry whose rates are regulated and whose profits are controlled through the power that the tribunal has to fix the rates—and, on the other hand, an industry whose prices and profits are subject to no control whatever except that of the market place, pervades both the introduction by Thurman Arnold to "Justice in Transportation," and every chapter of the book.

There are reasons which lie deep in the facts and the law for the control exercised by the legislature over public utilities and carriers. But these reasons the Division ignores, and insists that, notwithstanding the fact that carriers have been subjected by Congress to regulation which affects and controls their every act, an executive department must step in and engraft upon the regulation provided for by Congress a system of regulation reflecting the theories of the Division as to how the Anti-Trust Act should be enforced.

Congress Must Decide

It is evident that Congress must in the next few years fix and determine the line where regulation by the tribunal set up by Congress ends, and where regulation by the Anti-Trust Division, through its power to enforce the Anti-Trust Act, begins. The carriers cannot serve two masters, one the Interstate Commerce Commission, an arm of Congress, and another the Department of Justice, a branch of the executive department. For the theories now advanced by the Anti-Trust Division of the Department are utterly irreconcilable with the policy which Congress has laid down in the Interstate Commerce Act, and with the principles that the Commis-

3. *United States* v. *Trans-Missouri Freight Assn.*, 166 U.S. 290, March 22, 1897, and *United States* v. *Joint Traffic Assn.*, 171 U.S. 505, October 24, 1898.

4. *Federal Communications Commission* v. *Sanders Brothers Radio Station*, 309 U. S. 470.

5. Address of Hon. Clyde B. Aitchison before the Portland, Oregon, Chamber of Commerce, delivered on April 24, 1944, on AFTER THE WAR IS OVER—TRANSPORTATION PROBLEMS. I.C.C. Practitioners' Journal, May, 1944, page 743.

6. Third Report, House Doc. No. 89, 74th Cong., 1st Sess., January 23, 1935.

sion has evolved in 58 years of construing and applying that Act.

The author says that those who resist the enforcement of the Anti-Trust Act fail to understand that they are attacking an economy which is the very basis of American life, an economy of fair prices in a competitive market, as contrasted with high artificial prices in a controlled or restricted market. This is an example of the confusion in which the Division finds itself because of its failure to recognize that the transportation industry is subject to regulation in all its operations. Regulation does not mean, as the Division would have it mean, that we must depart from our economic way of life under which we look to a competitive economy to protect the public interest and to insure fair prices. It simply means, as the Department of Justice said as late as 1940, that in the case of the railroads there has been a substitution of government regulation for competition as a means of protecting the public.

Substitute for Competition

Robert H. Jackson, then Assistant Attorney General, and Edward Dumbauld, then and now special attorney in the Anti-trust Division of the Department of Justice, in an interesting article written in 1938,[7] said that the Anti-Trust laws represent an effort to maintain our traditional system of free enterprise—free alike from regimentation by government and from strangulation by monopoly. The Interstate Commerce Act represents our traditional system of protecting the public interest in the transportation industry.

Another fallacious theory advanced by the Division and repeated in this book is that there are wide gaps in the protection which the Interstate Commerce Act affords the public, and that within those gaps the Interstate Commerce Commission is powerless to protect the public interest. The theory of the Division is that there is an upper level of reasonable maximum rates and that there is also a lower level, that the Commission has no power to fix rates within this "zone of reasonableness," and that with respect to the rates within that zone the public must look to the Anti-Trust Act for protection.

A careful study of the Interstate Commerce Act, its history and its administration by the Commission, will demonstrate that the Act was intended to be and is in its actual day-by-day application by the Commission a complete protection of the public interest in the matter of rates. There are no gaps in that protection. If a rate exceeds a reasonable maximum, the Commission has the power to require a reduction. If it is less than a reasonable minimum, the Commission has the power to require an increase. If it is unjustly discriminatory or unduly prejudicial, the Commission has the power to require the elimination of the discrimination and prejudice. There isn't any wrong that the carriers can impose upon the shippers for which no remedy exists under the Interstate Commerce Act. The Interstate Commerce Act embodies a remedial system that is complete and self-contained.[8]

No such "zone of reasonableness" exists, taking the rate structure as a whole, as the Division would persuade the public to believe, within which zone rates may be moved up or down. That this is so is shown by a comparison of the net revenues of the railroads during the depression years of the 'Thirties, as well as by their revenues during the war years, with what the net revenues would have been if the entire body of rates had been reduced by 10 or 15 per cent or by some other percentage which might be taken as representing a "zone of reasonableness." The railroads must be permitted to maintain rates that reflect a reasonable maximum basis if they are to obtain revenues sufficient to enable them to carry out the policies laid down in the declaration of the national transportation policy. And if under conditions existing at any time the rates as a whole or any particular rates exceed a reasonable maximum basis, the Commission has the power to require reductions, as it has done in a very large number of cases.

The Commission has recognized that there are cases involving particular rates where the railroads may not be able to obtain reasonable maximum rates as, for example, where there exists competition with other agencies of transportation, competition among commodities, and competition among markets. It would be unfair to adopt a theory under which, even though rates did not exceed reasonable maximum rates under the standards laid down in the Interstate Commerce Act, the railroads could nevertheless be required through some kind of enforcement of the Anti-Trust Act to establish rates that are less than reasonable maximum rates.

Is "Reasonable" Too Much?

It is a paradox to state that there is need of protecting the public interest in cases where the rates do not exceed a reasonable maximum basis. The standard for rate-making found in the Interstate Commerce Act is that of a reasonable maximum rate, and not a rate that reflects the factor of competition and competition alone. Congress never intended that the Commission or any other governmental body should have the power to grant relief with respect to a rate when that rate does not exceed a reasonable maximum.

The author repeats the language which he and his associates in the Division have used so many times in their public addresses and in their statements before Congress: that it is the duty of every common carrier to initiate its own rates, and that it is the obligation of each individual carrier, acting independently from other carriers, to comply with the requirements of the Interstate Commerce Act. The author says that the plea that it is necessary for carriers to confer and to consult together to enable them to initiate rates that will meet the standards laid down in that Act has not even the semblance of validity.

It ought to be axiomatic that the standards which control the Commission in the determination of lawful rates are those which the railroads themselves, to the best of their ability, should follow in initiating rates. There cannot be one test of a rate when the railroads initiate that rate, and a wholly different test when that rate is questioned before the Commission. The Commission has said[9] that the railroads, in the performance of the duty imposed upon them of initiating rates, must exercise judgment and discretion by a like resort to existing facts, circumstances and conditions in the first instance, just as the Commission must later do when the rates are brought into question before it. And the carriers cannot obey this prescription unless they have the right and the opportunity of freely conferring and consulting among themselves and with shippers.

What the Law Prescribes

The Interstate Commerce Act sets up certain standards that necessarily guide not only the Commission but the carriers in the establishment of rates. Rates must be reasonable (Section 1). Rates must be nondiscriminatory (Section 2). Rates must not be unduly prejudicial to any person, company, locality, port, region, district, or territory (Section 3). These standards cannot possibly be made effective if each carrier fixes its rates in a vacuum, without reference to the rates of other carriers serving other shippers, districts, or territories.

Congress envisaged by the very terms of the declaration of national transportation policy a "national transportation system." The concept of such a system demonstrates that Congress did not intend to prohibit such consultation and co-operation among the carriers comprising the system as are necessary to promote and maintain an adequate national transportation service. The declaration of policy in its very last sentence states that all the provisions of the Act shall be administered and enforced with a view of carrying out such declaration. The carriers themselves are just as much an instrument for the administration and the enforcement of the Interstate Commerce Act as is the Commission. That this is so has been recognized by the Commission in a long line of cases.

The Commission itself pointed out in its recent decision in the Class Rate Investigation that the rate structure is not a loose aggregation of separately established rates, but a single entity composed of interrelated rates. No one railroad can change one rate in this single entity of interrelated rates without affecting to a greater or less degree the rates of other

7. MONOPOLIES AND THE COURTS, University of Pennsylvania Law Review, January, 1938, Vol. 86, page 231.

8. *Terminal Warehouse Co.* v. *Pennsylvania Railroad Co.*, 297 U.S. 500, 514.

9. *Anadarko Cotton Oil Co.* v. *A.T. & S.F. Ry. Co.*, 20 I.C.C. 43

railroads, the interests of shippers located on other railroads, and the interests of other districts and territories. Discrimination, prejudice and preference would be rife, and inequality in treatment among shippers and among territories would be the prevailing condition, if the railroads were required to follow the rate-making theories of the Anti-Trust Division.

Untruths About Rate Bureaus

"Justice in Transportation" is the vehicle by which there are formally brought to the attention of the public the views of the Division that the maintenance of rate bureaus by carriers results in violations of the Anti-Trust Act. These rate bureaus have been in existence in this country for more than 70 years, although their procedure today is vastly different from their procedure in the earlier years of their history.

The statements of the author respecting the organization of rate bureaus, their history and procedure are inaccurate and reflect the superficial examination which the Division has made of rate bureaus and the rate-making activities of the railroads. The author says that the present-day bureaus are boldly patterned after the rate bureaus which were condemned in the cases decided by the Supreme Court in 1897-1898. A comparison of the Articles of Association of the rate bureaus in effect in 1897 and those in effect today will show, however, that their powers and their procedure are wholly different. The bureaus whose Articles of Association were before the Supreme Court in 1897 and 1898, actually fixed the rates.

The author says that present-day rate bureaus fix the rates, compel adherence to those rates, and prevent the independent establishment of rates by individual carriers. The fact is that insofar as railroads are concerned, the rate bureaus do not fix the rates; they do not compel adherence to rates; they do not prevent the independent establishment of rates by individual carriers. Each railroad, acting independently, establishes its own rates. "Justice in Transportation" shows the need of a scholarly, thorough and unbiased study of the manner in which rates are actually made.

The bureaus today provide the medium through which the railroads confer and consult regarding freight rates, and discuss rates with the shippers. Rates are fixed by the individual railroads after such conference and consultation, and after committees established by the rate bureaus have investigated the proposed rates and have given their recommendations with respect thereto. The shippers are notified of all changes proposed in freight rates, whether the changes are proposed by the railroads or by shippers. The greatest publicity is given to proposed changes in rates, and shippers have the right to appear and present their views respecting proposed changes before the committees set up by the rate bureaus.

The Interstate Commerce Commission some 22 years ago investigated at the request of the United States Senate the Transcontinental Freight Bureau, and the Commission's report of this investigation[10] is a clear and comprehensive statement of the manner in which a rate bureau functions and the advantages which accrue to shippers from its maintenance. The Commission in its report said:

> "Witnesses for shippers as well as for respondents testified that the bureau's method of advising shippers of proposed tariff changes was of great value to them, and that the bureau procedure providing for presentation to the standing rate committee, either orally or in writing, of shippers' views before that committee makes its recommendation, gives them an opportunity to show the effect that a proposed rate change would have upon them and thereby prevent any undue advantage to a competitor. This procedure provides for an interchange of views which usually leads to rates satisfactory to shippers, and thus removes occasion for their suspension when published, and for the resulting expenses to both shippers and carriers of formally presenting the case before us. . . ."

The Commission concluded its report with the statement that it was abundantly shown that the operation of the bureau tends to obviate or remove the discriminations as between persons and localities which the law condemns.

Commissioner Eastman in the course of his statement before the Senate Committee on Interstate Commerce in 1943, said with his usual insight and wisdom:

> "I am wholly convinced that if the carriers of the country are to respond to the duties and obligations imposed upon them by the Interstate Commerce Act, and if the rate structure is to be reasonable, free from unjust discrimination or undue preference and prejudice, as simple and consistent as may be, reasonably stable, and sufficient for the financial needs of private ownership and operation, the carriers must be in a position to consult, confer, and deal collectively with many phases of the matter. . . ."

He expressed the views that the Commission itself had earlier expressed in its annual reports for 1898 and 1901 where it said, among other things:

> "It is extremely difficult to see how carriers can intelligently adjust their rates so as to fulfill the general requirements of the Act without the right to organize in some form for the purpose of obtaining necessary information and applying that information as occasion requires."

The elimination of the method of initiating rates which the carriers and the shippers, encouraged by the Commission, have worked out over a period of more than a quarter of a century, will not reduce a single rate. Commissioner Eastman said that Mr. Arnold's argument that if the rate bureaus were abolished, and if the initiation of rates were left to the individual carriers, competition would lower rates, was patently unsound.

Railroads Required to Confer

The Commission in a long line of cases has called upon the railroads to consult and confer among themselves and with shippers with a view to working out a harmonious and lawful adjustment. The Commission in its recent decision in the Consolidated Freight Classification case[11] said that it would give the railroads reasonable opportunity to initiate a uniform classification by their own collective action before it undertook the task.

The State of Georgia and other southern states are insisting that the rates within the South and from the South to the North shall be on exactly the same level as the rates within the North. Obviously such uniformity in the rate structure requires conference and consultation among the carriers. Yet we have the Anti-Trust Division insisting that each carrier shall make its own rates without respect to the rates of other carriers, and without respect to the interests of shippers which it does not serve and districts and territories which it does not reach. Rates cannot be made by individual railroads to reflect individual needs, and at the same time reflect the uniformity for which the southern states have argued, and successfully, before the Interstate Commerce Commission.

Is Obeying the Law Illegal?

It seems difficult to believe that the railroads violate the Anti-Trust Act when, acting either on their own responsibility, or pursuant to the specific requests of the Commission, they consult and confer regarding the establishment of rates which will conform to the standards laid down in the Interstate Commerce Act and which will contribute to carrying out the Congressional declaration of national transportation policy.

The Anti-Trust Division has apparently never given any thought to the question of what would happen if rate bureaus were required to be abolished and if carriers were forbidden to consult with one another respecting the establishment of rates. The Division has never approached this question from the standpoint of the public interest.

Every shipper in this country knows that if rate bureaus were abolished and the carriers were prohibited from conferring among themselves and with interested shippers regarding proposed changes in rates, rates in all probability would be "frozen," and no carrier would be willing on its own initiative to change any rate of any real importance. The result would be that those changes in rates only would be made which had been fixed by the Interstate Commerce Commission following the filing of a complaint by a shipper, a hearing, and an order. The Anti-Trust Division, in short, would require shippers to file a complaint with the Commission in order to obtain a change in rates which can now be obtained under the existing rate bureau procedure.

In no other industry has the purchaser of a commodity or service as much to say regarding its price as the purchaser of transportation service. And the means through which the purchaser expresses his views and ascertains at the same time the views of his competitors respecting rates, is the rate bureau.

If the Division had undertaken to

10. *In Re Trans-Continental Freight Bureau*, 77 I.C.C. 252.

11. Docket No. 28310, *Consolidated Freight Classification*, mimeographed report of May 15, 1945.

consult the shippers of this country (and there are organizations through which the opinion of the shippers could have been obtained), the Division would have found that its proposal to eliminate the means by which the shippers and carriers are able to consult and confer freely together respecting changes in rates would be almost unanimously condemned. The Division might also have consulted the state commissions. And the Interstate Commerce Commission, from its experience in regulation gained over a period of 58 years, would have been of some help.

Shippers' Views Not Sought

The chairman of the Senate Committee on Interstate Commerce, in the course of the hearings held in 1943 on a bill proposing the regulation of rate bureaus, asked an economist connected with the Anti-Trust Division what his investigation showed with reference to the shippers being satisfied. The economist replied that the Division had not gone into that phase of the investigation!

The Division, in short, has assumed that it could determine for itself, without consultation with those who ship and who pay freight charges, and without consultation with those charged with the responsibility of administering the regulatory statutes, whether the Division's proposal could possibly be in the public interest.

Every chapter of "Justice in Transportation" reflects the efforts which the Division has made to discredit, disparage, and harass the Interstate Commerce Commission and to impugn the work it has done over the years in administering the Interstate Commerce Act. The Division has no faith in the Commission, or in the Act of Congress which the Commission administers. The Division has sought, through the power it possesses of representing the United States in suits brought to set aside orders of the Commission, to defeat those orders in the courts, and to control the administrative discretion of the Commission on the facts in a particular case, a discretion vested by Congress in the Commission and not in the Division.[12]

Lacking confidence in regulation by the Commission, the author proposes that Congress should now provide for the continuing oversight of its regulatory agencies by an office responsible for maintaining a continuing examination of the extent to which regulation-in-action departs from the declared policy. Implicitly, there is only one agency that has the capacity and the knowledge to assume such responsibilities: the Anti-Trust Division.

It would, as heretofore observed, require as many pages as there are in the book to deal adequately with all its errors and inadequacies. A few examples will suffice to show that no reliance can be placed on the work as a reference volume by students of transportation, or by those who wish to inform themselves about the transportation industry.

The author states that the rates on steel from Geneva, Utah, to the Pacific Coast yield higher rates per ton-mile than the rates on steel from Chicago to the same destinations. It is a well-established principle of transportation economics, as shown by the classic works of Acworth and Hadley, that the rate of progression of freight rates decreases as the distance increases. The rates for shorter distances, therefore, yield higher earnings per ton-mile than the rates for longer distances. If this were not so the rates for longer distances would prevent the movement of traffic. Such a view of rate-making on the part of so powerful a bureau as the Anti-Trust Division should be of grave concern to the shippers in the far west.

The author says it is difficult to understand by what process of statutory construction the railroads can be permitted to enter the motor carrier field virtually without restriction. An examination of the large number of decisions of the Commission dealing with applications of railroads to engage in motor transportation, including the very decisions cited by the author, will disclose that very substantial restrictions have been and are being placed upon the railroads when they seek to engage in transportation by motor vehicle.

Thurman Arnold, in his introduction, and the author refer to a railroad capitalization of $26,000,000,000. The reports of the Interstate Commerce Commission show that the total outstanding capitalization of all railroads in this country (including switching, terminal, lessor and proprietary companies) on December 31, 1943, was $22,940,999,560. The capitalization in the hands of the public was $17,360,314,226. The total capitalization outstanding reflects corporate relationships; the figure of real importance is the capitalization outstanding in the hands of the public.

R. R. Capitalization Misstated

The Commission in a decision handed down in the fall of 1938, dealing with the general rate level,[13] said that for the purpose of that proceeding the value of railway property subject to the Act used in common carrier service as of January 1, 1938, was $20,998,000,000. The value today is probably considerably greater. It will thus be seen that the outstanding capitalization of the railroads in the hands of the public is substantially less than the value of their properties as found by the Commission.

The author states that obsolete investments still remain on the books; that properties largely superseded by new investments and competitive developments are still the basis for claims to a fair return; and that depreciated and obsolete equipment must be written off the books. It is evident that the author knows nothing whatever about railroad accounting and that he is not familiar with the orders of the Commission prescribing a system of accounts for railroads, or the steps the Commission has taken since it was given power to prescribe accounts to insure that the books of the railroads will reflect the actual facts respecting investment, depreciation, revenues, and expenses.

It is sufficient here to point out that when property is retired, abandoned or destroyed it is written out of the accounts. Railroads have long been required to charge depreciation on equipment, and beginning with January 1, 1944, they were required to charge depreciation on all items of depreciable property. The reports of the Commission show that the accounts of the railroads as of December 31, 1944, reflect accrued depreciation on all forms of property (including amortization of defense projects) in a sum in excess of $4,500,000,000. This important fact is not mentioned in connection with the discussion in the book of obsolescence and depreciation.

Do Railroads Control Rates?

The author, basing his estimate upon a wholly superficial study made by an economist for the Anti-Trust Division, says that more than 99 per cent of the rate changes proposed by the railroads become effective without any investigation by the Commission. He seeks to leave the impression that the rates which the public pays have been fixed by the railroads without any control or supervision by the Commission. Nothing could be further from the fact. From 80 to 85 per cent of the tonnage in the various territories moves on rates that have been fixed or approved by the Commission in the thousands of cases the Commission has had before it since 1906, when it was first given the power to prescribe maximum rates. The Commission itself has said:[14]

> "The rate structure of the country is . . . . that which has come out of the many formal proceedings before us over a long period of years."

The inaccuracy and unfairness of this estimate that less than 1 per cent of the rate changes proposed by the railroads are investigated by the Commission was discussed by the Commission in its annual report for 1943. And the Division wholly ignores the reason why the Commission does not receive more requests from shippers that rate changes be investigated. Many tariff changes, as Commissioner Eastman pointed out in his comments on this estimate, involve reductions in rates or are otherwise in favor of shippers. These are the very changes in rates which have been worked out by shippers and carriers through the rate bureaus on a basis which in their judgment would be fair to both parties and would conform to the standards laid down in the Act. The reason why more requests are not filed

12. *McLean Trucking Co. v. United States*, 321 U.S. 67; *Associated Transport, Inc., Control and Consolidation*, 38 M.C.C. 137; *Inter. Com. Com. v. City of Jersey City*, 322 U. S. 503; *American Trucking Assns. v. United States*, 56 F.Supp. 394; *Inland Waterways Corporation v. United States*, U. S. District Court at Chicago, Ill., July, 1945.

13. *General Commodity Rate Increases, 1937*, 229 I.C.C. 435.

14. 44th Annual Report, 1930, page 93.

with the Commission asking for an investigation of rate changes is due to the very manner and method in which rates are made initially, and which the Division now insists violate the Anti-Trust Act and must be changed. The Division really complains because shippers do not protest against rate changes which have been established following a conference between them and the railroads and which are satisfactory to the shippers.

The author offers no review of the general rate cases decided by the Commission since 1920, in which the Commission has had before it the general level of all the rates in the country, and has determined what increases or decreases should be made in that level in the light of all the relevant facts.[15] The decisions in these general rate cases show the extent to which the rate structure of the country has been subjected to a "continuous administrative supervision."[16] No one can study these decisions, and the many other decisions of the Commission dealing with large segments of the rate structure, and conclude as the author does that the regulatory legislation and its administration have operated to protect railroad earnings at the expense of the shipping public and the national economy, or that rates have been raised to an artificially high level without regard to the actual cost of rendering the service.

Terms Not Defined

There are many references in "Justice in Transportation" to "high rates," "low rates," "discriminatory rates," "low-cost agencies of transportation." The author, however, has nowhere undertaken to disclose the standards which he uses in determining what are high, low, or discriminatory rates, or what are low-cost agencies of transportation. Adjectives and epithets are not facts. Congress has entrusted the responsibility of determining when rates are high, when they are low, or when they are discriminatory, to the Interstate Commerce Commission and not to the Anti-Trust Division. The Commission has been making these determinations for almost six decades and no reasons have been suggested why the Division is now equipped either by experience or by personnel to take over this important work or any part of it.

The author apparently assumes that "low-cost agencies of transportation" are agencies other than the railroads. There is, however, no adequate consideration of the extent to which these "low-cost agencies of transportation" receive public aid from the public purse and are thus able to shift a part of the cost of transportation from themselves to the taxpayers of the country.

The author complains of the increases in rates that have been granted by the Commission in recent years to the motor carriers, and he criticizes the Commission for entering minimum rate orders for the purpose of protecting the revenues of the motor carriers. His book contains no adequate discussion of the reasons why those rate increases have been granted.

The decisions of the Commission as well as the reports of the Office of Defense Transportation show that the motor carriers in recent years have been confronted with substantial increases in their wage rates and in all their costs of operation.[17] The increases in freight rates are simply the direct result of increased costs of operation. The Office of Defense Transportation at the present time is operating 88 motor truck companies in the Central-Western Territory, which the Office was compelled to take over because of their inability to continue to operate in the face of increases in wages granted by the War Labor Board.

The author complains because the railroads have refused to reduce their transportation rates. He fails to point out, however, that the freight rates of the railroads today stand at the same level at which they stood before World War II began. Commissioner Eastman said at the hearings held in 1943 before the Senate Committee on Interstate Commerce that the rates of the railroads with rare exceptions were equal to or less than they were before the war began, and that this was a pretty good record. He contrasted this showing with that made during World War I when, with the railroads being operated by the federal government, the government increased rates 25 per cent soon after it took the railroads over. The cost to the federal government of the operation of railroads and allied agencies during World War I (including guaranty period deficits) amounted to $1,641,867,000. The railroads during the past four years have paid taxes alone of $5,441,000,000. They have expended in additions and betterments to their properties some $2,092,000,000. Cash dividends have amounted to only $850,638,000.

R.R.'s Revenue Needs

The author refers to the gross and net revenues in 1942 and 1943. The gross revenues of Class I railroads in 1942 were $7,466,000,000; the net railway operating income was $1,485,000,000. The gross revenues in 1944 were $9,437,000,000; but the net railway operating income dropped to $1,106,000,000. The net railway operating income for the twelve months ended with May, 1945, was $1,093,079,000. These figures may well be compared with gross revenues in 1929 of $6,280,000,000, and with a net railway operating income of $1,252,000,000. It has never been suggested that the net railway operating income in 1929 reflected unreasonable profits. It will be observed that in 1944 the gross revenues amounted to $3,157,000,000 more than in 1929, while the net railway operating income was less by $146,000,000. The railroads of this country, if they are to maintain an adequate system of railroad transportation not only for years of peace but for years of war, ought to have an annual net railway operating income that will average over the years substantially more than $1,000,000,000. This they have not had, as an examination of the returns for the last three decades, and particularly the lean years of the 'Thirties, will show.

No mention is made by Mr. Wiprud of the large increases in wages granted to railroad employees in the past few years. Indeed, one would never know from reading "Justice in Transportation" that there is any relationship between the level of freight rates and the level of costs, including the cost of labor, of materials and supplies, and taxes. Any discussion of the financial problems of the railroads is inadequate when it makes no reference to the increases in recent years in these various elements of costs, and their effect upon the rate level.

How Can High Wages Be Paid?

Wages of Class I railroads were increased in 1937 by about $130,000,000 annually, in 1941 by about $315,624,000 annually, and in 1943 by about $374,473,000 annually. Thus the wage increases (on the basis of the number of employees on the payrolls at the time the increases were granted) have amounted to $820,097,000 annually within a period of eight years. These increases in wages were accompanied by an increase in payroll taxes of $41,800,000. The average compensation per employee per year in 1929 was $1,744, and was $2,726 in 1944. The cost of coal per ton in 1929 was $2.40, while in 1944 it was $3.18.

It has only been through the ever-increasing efficiency and economy with which the railroads have been operated, coupled with an increase in the volume of traffic, that they have been able to meet these substantial increases in their costs, with only a small increase in their rates and fares. Freight rates and passenger fares have been permanently increased only once since 1929.[18]

The Division would lead the public to believe that through its power to enforce the Anti-Trust Act, it can bring about some readjustments or reductions in rates. It ought to be clear that the level of rates depends upon two fundamental factors: (1) the level of costs, including particularly the wage level, and (2)

15. The average annual earnings of employes of Class I motor carriers of property and passengers amounted to $1,540 in 1929 and to $2,258 in 1943, an increase of about 47 per cent.

16. *Increased Rates, 1920*, 58 I.C.C. 220; *Reduced Rates, 1922*, 68 I.C.C. 676; *Fifteen Per Cent Case, 1931*, 178 I.C.C. 539, 179 I.C.C. 215, 191 I.C.C. 361; *General Rate Level Investigation, 1933*, 195 I.C.C. 5; *Emergency Freight Charges, 1935*, 208 I.C.C. 4, 215 I.C.C. 439, 219 I.C.C. 565; *General Commodity Rate Increases, 1937*, 223 I.C.C. 657, 229 I.C.C. 435; *Fifteen Per Cent Case, 1937-1938*, 226 I.C.C. 41; Ex Parte No. 148, *Increased Railroad Rates, Fares, and Charges, 1942*, 248 I.C.C. 545, 255 I.C.C. 357, 256 I.C.C. 502, 258, I.C.C. 455, 259 I.C.C. 159.

17. *United States* v. *Socony-Vacuum Oil Co.*, 310 U.S. 150.

18. *General Commodity Rate Increases, 1937*, 223 I.C.C. 657, 229 I.C.C. 435; *The Fifteen Per Cent Case, 1937-1838*, 226 I.C.C. 41; Ex Parte No. 148, *Increased Railway Rates, Fares and Charges*, 248 I.C.C. 545, 255 I.C.C. 357.

the volume of the traffic. There isn't anything that the Division can do through its enforcement of the Anti-Trust Act to bring about the reduction of a single rate, and there isn't anything that the Division can say or do that can destroy the direct effect of costs upon the level of rates. That this is so is shown by an examination of the Commission's decisions during the past three decades dealing with the general rate level and with increases proposed by the carriers in that general rate level to meet increased costs and increased taxes.

The author urges that the railroads should reduce their funded debt and their fixed charges. This is what they have done! The railroads not in the hands of receivers or trustees reduced their long-term debt, including equipment obligations, by $917,000,000 during the four-year period 1941 to 1944. They reduced their interest charges during the same period by $44,865,000. During this same period, however, wage increases were granted railroad employees which added $690,097,000 to the annual railroad payroll. Increases in wage rates are just as much fixed charges as is interest.

The railroads are charged with delaying technological improvements. The Division overlooks the fact that adequate revenues are a condition to improvements in equipment and in service and that for a decade the railroads did not have adequate revenues. Indeed of the 228,624 miles of Class I railroads in the United States today, 76,104 miles, or 33 per cent, have been in the hands of either receivers or trustees in the past fifteen years. It is significant, however, that during the depression years air-conditioning was developed and streamline trains installed. The new equipment which the railroads were receiving at the time the war broke out is a good preview of what may be expected when the country is able to turn its time, attention, and energies to the pursuit of peace.

Important but Not Dependable

Many more examples of inaccurate or inadequate statements could be cited from the pages of this book. Those offered are sufficient to show that this work contains no fair, accurate, or adequate treatment of transportation economics or transportation problems.

The theories of the Division respecting the regulation of carriers, and the purposes which the Division seeks to achieve, deserve the serious consideration of every carrier, every shipper, every organization, and every community which has any interest or concern in the maintenance of an adequate system of transportation, conducted by private industry, subject to regulation by the tribunal established by Congress to administer the Interstate Commerce Act. The protection of the public interest in the matter of transportation lies in the administration of the Act by the Commission, and not in the enforcement of the Anti-Trust Act by the Division. Neither the Division nor the courts can require a change or a reduction in a single rate. The Commission alone has the power, when shippers and carriers disagree as to what should be done, to require such changes in the rate structure as to make that rate structure conform to the standards laid down in the Act. The shipping public and the carriers must trust the Commission, and should trust it more than they have in the past. And these three groups must give more study in the future than they have in the past to the means by which the national transportation policy announced by Congress can be achieved.

Where Real "Crisis" Lies

The "crisis in transportation" envisaged by the Division is simply the crisis reflecting the conflict between the principles of regulation found in the Interstate Commerce Act and the theories of regulation held by the Division.

The Anti-Trust Division alone has brought about this crisis. The transportation problems confronting the nation—they are many and serious ones—are wholly different from those which the Division has conjured up. Probably the most important problem is what should be done to insure an adequate system of transportation when the war traffic has disappeared and when the volume of traffic has returned to peace-time proportions. Other questions suggest themselves: What changes in the rate structure may be necessary? What principles should control the relationship of rates between competing agencies of transportation? What should be done to bring about coordination among the several agencies of transportation? What steps should be taken to effect a fair division of function among these agencies? What should be done to insure an equality of treatment among these various agencies of transportation with respect to regulation, taxation, and public aid? Should the government continue to provide waterways, highways, airports, and airway facilities for the use of common, contract, and private carriers without making a charge commensurate with the cost to the government of furnishing these facilities?

These problems subdivide into many other problems. They deserve dispassionate study, research, and thought. Perhaps the very insufficiencies and inaccuracies of "Justice in Transportation" may impel thoughtful students of transportation to undertake a study of these important problems. "Justice in Transportation" has shed no light on these problems and has contributed nothing to their solution.

Significance of Britain's Election

"Unless we misread what they are writing, commentators in this country and Great Britain are saying that the new Socialist government recently elected there is made up of reformers and not revolutionaries. . . .

"Prime Minister Atlee, retiring and mild mannered, certainly fits no conception of a revolutionary leader. His immediate lieutenants are men of education and experience in office. That may be reassuring. But the British election was a mandate for a revolutionary program and the landslide proportions of that mandate will bring to office many who are neither experienced nor patient. In all history no moderate has ever led a revolution through to its finish. If the moderate was restrained by his scruples and remained moderate, the movement found other leaders.

"Also the new British government is committed to a program which cannot stop half way. It is quite idle to talk about nationalizing some industries and leaving others in private hands. Merely the nationalization of credit and banking, high on the government program, gives a degree of governmental control that wipes out private initiative as we understand it. Indeed Socialist teaching is that this one step alone inevitably accomplishes the Socialist program.

"This newspaper does not believe that a revolutionary program in Great Britain, or in any other country for that matter, need be feared in the United States—so long as we recognize it for what it is. The danger is in believing that it is something that it is not.

"If the Germans who financed Hitler had recognized him for what he was, they would have acted differently. If commentators in Germany had not painted him as a kind of an *opera bouffe* character, the outside world would have come to a quicker realization. Hitler told just exactly what he intended to do and we refused to believe about the only piece of truth which can be credited to him.

"We have no intention of implying that Britain's new leaders have anything in common with the Nazis—far from it. They are honorable and decent men. The legitimate point that we wish to make is that we do not again fool ourselves that the sponsors of a revolutionary program mean less than they say. Experience should teach that the bite is worse than the bark and not the opposite."—*From the Wall Street Journal.*

"An Englishman arriving in this country since the election declares that the American soldier had as much to do with the result as any single factor. The American Army camped a long time on British soil, and left a deep and disquieting impression, he said, of a standard of living as much higher than the English as the GI's pay was above that of the British Tommy. . . . The British voted for automobiles, better clothes, mass-production factories, more spending power, modern conveniences. They voted socialist, in other words, in order to enjoy some of the fruits of American capitalism."—*Anne O'Hare McCormick in the New York Times.*

Railroads-in-War News

Army Takes Steps to Help Railroads

Allots 80 planes to domestic troop shifts; speeds up discharge process

Under Secretary of War Patterson announced on July 31 that the War Department had taken steps to effect two changes in its previous policies for the purpose of relieving the pressure on the nation's railroads arising from the "redeployment" of troops and the shift of war traffic to the Pacific coast ports. Some significance was seen in the fact that this disclosure came after conferences with the director of war mobilization and reconversion, John W. Snyder, and Colonel J. Monroe Johnson, director of the Office of Defense Transportation, and after the Mead committee of the Senate had assailed the War Department for failure to co-operate with civilian agencies of the government in arranging for the return of troops from Europe.

Won't Modify Discharge Plan—One step toward "easing the operating problems of the railroads" which Mr. Patterson announced is in the direction of accelerating the release from the Army of men with railroad experience who are entitled to discharge under the point system. This action was suggested by members of the Mead committee in the course of its hearings on the impact of "redeployment" on the railroads, but Army spokesmen as recently as July 27, as reported elsewhere in this issue, had contended that any relief which the Army might thus be able to afford the railroads in their critical need for men would require the undermining of the "integrity" of the point system, a move they did not consider justified by the carriers' situation.

By August 10, Secretary Patterson said, a total of 1,362 men with railroad experience will have been released from the Military Railway Service in Europe, under the point system for discharges, for return to this country and separation from the Army. There are an additional 2,063 railroad men with enough points for discharge who will be withdrawn from railway operating and shop battalions in Europe, he added, and the War Department has asked General Eisenhower to "establish a priority for their return to the United States." Nothing was said in the statement as to the number of men with railway experience, but not in railway battalions, who are eligible for discharge under the point system, or whether the same "priority" would be requested for them.

Slow Return of M. R. S.—Mr. Patterson also called attention to the program for returning railway battalions to this country during the next few months, which General Franklin also had summarized for the Mead committee on July 27. Three operating battalions, including about 2,400 men, are scheduled to sail from Europe in September, one operating and one shop battalion in October, one operating battalion in November, and one operating and one shop battalion in December, he said, but it is not known at the present time what proportions of the personnel of these battalions will be eligible for discharge under the point system. "However," he added, "many of their high-point men are in process of being withdrawn and will be included among those to be brought back for discharge on an expedite basis."

The other step for the relief of the railroads which the Under Secretary announced July 31 was the Army's decision to make available, through the Army Air Forces, "enough Army planes and pilots for flight operations in this country to move 25,000 soldiers a month across the United States. This operation will be carried on by the commercial airlines under contract with the Army, in the same manner as the air movement of military personnel overseas by the Air Transport Command. In this way the facilities, communications and operating establishments of the domestic airlines can be utilized fully, and a safe and efficient basis of operation established in a minimum time." The statement did not indicate that commercial airlines were being asked to assign any of their own planes for troop movements.

Planes Assigned—Orders were issued on July 31, Mr. Patterson said, to prepare the Army planes for this service and to make the necessary personnel available to initiate the program. It was expected that some 70 to 80 planes of the C-47 type, and about 260 former airline pilots who are now in military service, would be assigned to the new program for troop movement by air. The C-47 Army plane was said to be the military transport adaptation of the DC-3 plane which is in general use by domestic airlines in commercial operations.

In announcing these developments, Secretary Patterson said: "The Army, in cooperation with the Office of Defense Transportation, will continue to do everything in its power to minimize the heavy burden placed upon domestic railroad facilities by the movement of our troops to their homes and to the Pacific. We have already returned nearly 700,000 men from Europe in accordance with our aim to bring men back at the most rapid possible rate, and we intend to cooperate in every way in seeing to it that the transportation of these men and the hundreds of thousands of others who will follow them causes no breakdown of our railroad system."

Transportation Corps Marks 3rd Birthday

Gen. Gross gives data on its "redeployment" job and reviews the record

In a statement July 31, marking the third anniversary of the Transportation Corps, Major General Charles P. Gross, chief of transportation, summed up the accomplishments of that arm of the service during the war and pointed to the problems now faced by it in carrying out ahead of schedule the "biggest moving job in history," the "redeployment" of troops and supplies from Europe to the Pacific.

38,400 R. R. Troops—Out of a total personnel of some 403,000, slightly more than 100,000 of whom are civilians, the Transportation Corps now includes 38,400 railroad troops, the statement revealed. These railroaders, scattered throughout the world, make up four general headquarters, 11 railway grand divisions, 33 railway operating battalions and 11 railway shop battalions. In addition to operating railroads, ports, and trucks for the Army, supervising the movements of a huge fleet of cargo ships, and regulating the movement of troops and military freight, it was explained, the corps also has heavy responsibilities for the procurement of railroad equipment.

In the three-year period ended with June, General Gross said, the corps purchased 7,159 locomotives, of which 3,809 were for the Army and 3,315 for lend-lease. Out of almost 100,000 freight cars bought in the same time, the Army received about 66,000 and lend-lease around 33,000.

The size of the "redeployment" job was indicated by figures disclosed in the statement. From May 12 through July 13 more than 635,000 troops embarked from European ports, and 532,258 of these had arrived in the United States by the latter date, 407,978 by ship and 124,280 by plane. Others were on the way direct to the Pacific, where some already have arrived. By the end of the month total embarkations from Europe reached about 800,000, it was estimated, and on that date around 310,000 soldiers were on the seas.

1.8 Million Troops Coming Home—By the end of the year, it is expected that more than 1,850,000 troops will have been returned to the United States, leaving some 900,000 more to be returned in the first four months of 1946. In the first seven weeks after V-E Day more than 1,226,000 ship-tons of war materials had been shipped out of Europe and the Near East, General Gross went on to say, of

(*Continued on page 220*)

Oise T. C. Handles "Redeployed" Troops

Hundreds of thousands E.T.O. veterans being moved in "staggering" rail job

"Staggering in its immensity and complexities" is the job of the Transportation Corps at the Army's Oise Intermediate Section, in France, where, according to Headquarters, E. T. O., hundreds of thousands of American soldiers are being transported pending "redeployment" to the Far East and to the United States.

Superintending the move both by railroad and highway to the 17 camps of the Assembly Area Command, the responsibility of Oise Transportation Section extends even further. When the troops are ready to leave the camp points for staging areas at LeHavre and Marseille, preparatory to actual embarkation, the Oise Transportation Section, whose headquarters are at Reims, again "furnishes the necessary transportation."

There is the additional work of returning "displaced persons" to their homelands, and T. C. personnel in the Oisé section supervises the return daily of three train-loads of such persons. The same trains, operated by the French, are then used to transport soldiers from advanced sectors to the redeployment area. T. C. personnel also have had the job of handling "leave" trains to Paris and to rest centers along the French Riviera.

When the Army went into the Oise Section area in 1944, roads, railroads and waterways "were far below par." But by April of this year, conditions had been so vastly improved that by railway and highway nearly one million military personnel were moved through Oise. As Headquarters points out, this was "no peanut operation."

About the most dramatic phase in the work of the Oise Transportation Section came during the Ardennes break-through by Marshal von Runstedt's armies, when American reinforcements had to be moved with speed. This branch of T. C. transported the 82nd and 101st Airborne divisions to the "bulge" area, and won the commendation of Maj. Gen. James M. Gavin, commanding officer of the 82nd. In a letter to Brig. Gen. Charles O. Thraser, commanding general of the Oise section, General Gavin wrote:

"Our leading trucks arrived at Werbomont one hour before the first Germans got there. They were elements of the 1st S. S. Panzer division, and we picked the right place to meet them. At the other end, we had a closer fit, the last truck passing through Houffalize going north to Werbomont a matter of a few minutes before the first German tanks cut the road. An hour's delay might have resulted in having the Division column hit in the flank en route."

There were frequent strafings and bombings in this period and while attempting to save material at Soissons, Col. Richard W. Barker, Section transportation officer, was wounded.

One innovation of the Oise T. C. men was a portable restaurant to feed military personnel returning from forward areas. The T. C. "Stomobile," or portable kitchen, appealed particularly to the "Ramps" (recovered allied military personnel) who had come from weeks or months of "bare existence" in German prison camps. On one occasion the Stomobile met a convoy of planes bearing Ramps at Juvincourt. With hundreds of meat sandwiches prepared in advance, T. C. officers got something of a shock when the Ramps proved to be members of a British Indian unit—and non-meat eaters.

Colonels Carr and Brennan Are Honored

Lieutenant Colonel Thomas J. Brennan, commanding officer of the 732nd Railway Operating Battalion, has received three commendations for the unit and himself for their outstanding contributions in pushing an uninterrupted flow of supplies to combat troops during the push into Germany.

Major General Ewart G. Plank, former commanding general of the Advance Section Communications Zone, commended Lt. Colonel Brennan for a superior accomplishment in moving the first train of supplies, consisting of 50 cars, across the Saar River.

A second commendation came from Colonel Thomas O. Bourke, assistant inspector general, who praised Lt. Col. Brennan for his extremely meritorious exhibition of initiative, ingenuity and extraordinary devotion to duty in expediting by 24 hours the movement of important supplies to units in combat.

Brigadier General Walter J. Muller, assistant chief of staff, G-4, 3rd Army, in a letter addressed to Brigadier General Carl R. Gray, Director General of the Military Railway Service, stated:

"Particularly I would like to mention the work of the 732nd, which operated magnificently prior and subsequent to the Bastogne Bulge. These troops have developed a flexibility which enables them to meet the ever-changing situations in a most efficient manner. Their ready understanding and prompt action has insured the uninterrupted flow of supplies to the Army and has contributed immeasurably to the success of the 3rd United States Army."

The 732nd was sponsored by the Great Northern and Lt. Col. Brennan was formerly trainmaster at Havre, Mont.

Colonel William S. Carr, commanding officer of the Transportation Corps' 708th Railway Grand Division, has been awarded the oak-leaf cluster to the bronze star medal for meritorious service in connection with American military railway operations in Germany by Lieutenant General John C. H. Lee, commanding general, communications zone.

Col. Carr, who was assistant superintendent of the New Haven at New Haven, Conn., before he entered military service, "displayed exceptional technical ability, perception and leadership in his supervision of railway operations in France, Belgium, Holland and Luxembourg," according to the citation. During the German counter-attack last winter, "he planned and expertly coordinated the role of military railway service in the withdrawal of forward supplies and relocation of material to meet the tactical situation."

Army Officers Deny R.R. Crisis Impends

Johnson "over-alarmed"—first care is "integrity" of discharge system

There is no "crisis" involved in the western railroads' present congested condition resulting from shortages of trained men.

Even if railroad transportation should break down in the West, the Army would prefer to see less freight and fewer troops moved to the Pacific ports rather than to furlough any more of the 300,000 railroad men in uniform to work on the railroads, and rather than to accelerate the discharge from the Army of railroad men; even those who are entitled to discharge under the "point system."

Solution up to Army—These basic points in the War Department's present policy on "redeployment" and the domestic transportation situation were emphasized by its spokesmen in a public hearing on July 27 before the Senate special war investigation committee—the so-called Mead committee—following charges before the same committee by Colonel J. Monroe Johnson, director of the Office of Defense Transportation, that the War Department's failure to cooperate with the civilian agencies of the government in preparing for the "redeployment" load was contributing to the danger of a breakdown in rail transportation, especially in the West.

As noted in *Railway Age* of July 28, page 173, where the substance of Colonel Johnson's statement was reported, the committee had not planned further public hearings, having reached the conclusions that the "bottleneck" in railroad capacity is manpower and that better cooperation between the Army and the civilian government agencies is essential to assure the success of the railroads in meeting the Army's demands for transportation as men are brought back from Europe and preparations go on for the war with Japan. Upon this notice that the War Department would not be invited to appear in a public hearing, however, Acting Secretary of War Patterson is understood to have requested an opportunity to make a public explanation of the department's postion in the controversy with the O. D. T. director.

Army Uncooperative—Secretary Patterson did not appear at the hearing. Instead, a statement giving the War Department's views was read by Major General John M. Franklin, acting chief of transportation, Army Service Forces, in the absence overseas of General Gross, while he and other officers present endeavored to answer the questions of members of the committee, particularly Chairman Mead of New York and Senator Mitchell of Washington, Democrats, and Senator Ferguson, Republican of Michigan. In general, the trend of the questioning indicated no departure from the committee's expressed belief that the Army had not shown sufficient consideration for the impact of "redeployment" on the railroads or sufficient willingness to cooperate with the O. D. T. to ob-

tain the rail service it required with the least possible disturbance to the civilian economy.

The statement which General Franklin read indicated that the Army had been able, in the 81 days following V-E Day, to bring some 675,000 men back from Europe by water and by air, exceeding by 240,000 men the advance estimates for that period. "All of these men have boarded trains and started toward their homes without delay," the statement continued, "except for one group which arrived at Hampton Roads, Va., during a period when there was a temporary regional shortage of cars caused by the emergency movement of troops into Chicago for duty during the recent truck strike there." A very important part of this achievement, the committee was reminded, was the successful return of more than 100,000 sick and wounded men and about 80,000 liberated prisoners of war.

Plenty of Ships—Factors making it possible to return the men faster than had been expected included these: (1) Overloading troop ships as much as 30 per cent, utilizing their maximum capacity consistent with safety and sanitation standards; (2) use of ships which had been intended for movement direct from Europe to the Pacific; (3) suspension of convoy movements; (4) the rapidity with which the men overseas were brought to the European ports; (5) an increase in transocean air movement of troops; and (6) conversion of 100 "Victory" ships to troop carriers. This last "unprecedented" step, to be completed in October, is expected to add to the available ship capacity space for another 195,000 men.

The statement then outlined the development of the Army's plans for "redeployment." On March 5, it indicated, the War Department sent the O. D. T. its month-by-month schedule of the anticipated load to be put on domestic railroads in the year following V-E Day, a schedule based on a "redeployment" period of 14 to 17 months. A revised estimate, taking into account the addition of more ships to those available for the return of troops, was submitted to the O. D. T. on May 25, just one day after its approval by the Joint Chiefs of Staff, General Franklin's statement continued. This estimate provided for return of practically all the troops within 12 months. In fact, plans were made to complete the movement substantially in 10 months, but present shipping and transportation limitations make the 12 months program most likely to be realized, it was stated.

No Info. on Daily Arrivals—The estimates thus supplied O. D. T. were for monthly movements. "No information was given O. D. T. or sought by it as to the daily or weekly troop movements, actual or anticipated. . . . While this detailed information was not given to O. D. T., there was no reason why it could not have been obtained by that office. . . . O. D. T. had constant access to the Army Transportation Corps office. The O. D. T. knew this. . . . In spite of this fact, no request was made for additional information. Specific troop figures were not even asked for by O. D. T. after it knew on June 26 that earlier estimates were being exceeded."

Senator Ferguson at once challenged this viewpoint. "What kind of dealing is that?" he asked. "Why didn't you send the data to the O. D. T. without making them request it?" Here important changes in plans for the movement of troops were being made without even consulting the civilian agency responsible for the control of transportation, he pointed out. If the O. D. T. doesn't have a job to do it ought to be abolished, he declared. He added that he could not see how the Army expected domestic transportation facilities to be provided to handle more troops than were originally planned for if no one was told when the plans were changed.

General Staff Is Unconcerned—At this point Colonel Luke W. Finlay, executive officer of the Transportation Corps, remarked that, in deciding the Army's movements, the Joint Chiefs of Staff make the decisions, not the O. D. T. "We haven't reached the point where transportation limitations need disturb Staff plans," he declared.

Nevertheless, committee members pointed out, more men could be brought back from Europe quicker, and in greater comfort, if there was a "meeting of the minds" of the Army and other agencies involved to provide proper facilities. General Franklin agreed that the O. D. T. is entitled to the information Colonel Johnson has complained he has failed to receive, and he added that, "if we had it to do over," the O. D. T. would be advised. The reason that the data were not given the O. D. T. sooner, he explained, was that the Army itself was not sure how fast the men could be moved across the Atlantic.

"In both June and July the Army exceeded its estimate by a wide margin," his statement explained. "These increases could not have been anticipated when the May estimate was prepared. The fact that these increases were taking place was known only from day to day as the cable advices on specific ship movements were received. These early increases could not be considered as representative until experience had been accumulated."

Ships Planned for, but Not Cars—At this point the committee's counsel, Rudolph Halley, brought out the fact that the Army had told the War Shipping Administration how many ships to provide for the movement of troops. It should then have been easy to tell the O. D. T. how many men to prepare for, he contended, and he pressed the Army officers for an answer to the question whether the real reason the O. D. T. wasn't kept informed was that the War Department's organization was so poorly coordinated that its offices in the United States didn't know what its offices in Europe were doing.

The failure to advise the O. D. T. was not negligence, Colonel Finlay answered. The officers dealing with the transportation of troops had never had to think of rail transportation before, but had had to deal only with shipping, he declared. Senator Ferguson, however, thought that any man dealing with troop movements would know that a ship couldn't go from Europe to St. Louis, so he ought to think of railroad transportation. "They had four thousand other things to do," Colonel Finlay replied in explanation of the failure to keep the O. D. T. informed. As soon as Colonel Johnson brought up his complaint the situation was rectified, he asserted.

Details of Troop Movements—Mr. Halley then pointed out that the War Department did not give Colonel Johnson detailed information about troop movements when he asked for it, and that General Gross had testified in executive sessions of the committee that he did not intend to give him such information. The department had to be ordered to give the O. D. T. the details it sought, he asserted, referring to the letter written by the director of war mobilization and reconversion to the Secretary of War, as noted in *Railway Age* last week.

General Franklin's statement went into this question still further. "Throughout the whole course of the war we have given the railroads sufficient advance notice of specific troop movements to enable them to furnish the requisite equipment," it said. "When a ship sails from Europe, and in many cases before it sails, a cable is dispatched to the War Department reporting its probable arrival date and the

First Shop Unit Is Moved from E. T. O. to Pacific

According to Headquarters, European Theater of Operations, the Erie-sponsored 765th Railway Shop Battalion, which since March of this year has been engaged in the restoration of railway shops at Basse-Yutz, France, is the first unit of its kind to be "redeployed" for service in the Pacific theater, having sailed from LeHavre in June.

When the 765th, under the command of Lt. Col. Lawrence H. Lewis, a former Erie railroader, moved into Basse-Yutz, it had found the large railway shops there "almost completely destroyed." But before the first month was out the 765th had effected "partial operation," and just prior to its leave-taking, the shops "had practically been restored to peace-time operations."

The outfit, which was activated at Camp Plauche, La., and which received its technical training at Camp Millard, Bucyrus, Ohio, in the three months at the Basse-Yutz shops repaired 48 Diesel and 8 steam locomotives; set up three new steam locomotives; assembled and placed in service four 25-ton locomotive cranes; repaired 56 freight cars and handled four hospital trains, 492 of whose windows required screening. In addition, several requests were made for their services and detachments of men left the unit to assemble cars at Marseille, and to perform repairs on both Diesel and steam locomotives at St. Wendel and Strasburg, Germany.

number of men aboard. For better planning in scheduling equipment, the men are divided up overseas into 22 geographical groups, each bound for a particular reception station after the ship docks in this country. The number in each group is also included in the cable, and this information is turned over to the railroads. This is in accordance with the procedures disseminated throughout the world well in advance of V-E Day. The Army has at all times endeavored to keep the O. D. T. advised as to its estimate of the overall troop movement but has never endeavored to keep O. D. T. advised of the daily requirements for equipment."

Peak Arrivals in East Are Past—Changes in the calendar of military operations, such as have resulted from recent successes in the Pacific, make it impossible to forecast with exactness any form of military transportation on a long range basis, the statement continued. As a result of increased needs for shipping in the Pacific, General Franklin then explained, "we are now past the peak of troop arrivals at East coast ports. From now on, the monthly total of new arrivals at the ports will be easier for the railroads to handle, although there will inevitably be some periods of extremely heavy pressure. We anticipate the first drop in the rate at which men are coming back next month [i. e., August]. Our present schedule calls for 309,000 arrivals in August, as against an estimated total of 338,000 this month [July]. The largest number we were ever able to ship to Europe in a single month was 227,000 in January of this year."

Despite the decline in the rate of arrivals at Atlantic ports, General Franklin's statement went on, "the total volume of organized troop movements by rail in this country will continue to rise until November, when it is expected to reach an all-time high of about 1,500,000 soldiers moving in groups of 40 or more to their homes, to reception stations, to separation centers to training camps and to West coast ports. In addition, it is estimated that the railroads will carry during September about 500,000 additional soldiers traveling individually on temporary duty, pass or furlough. Little change in this peak troop traffic of about 2,000,000 a month is anticipated until the end of February."

Won't Release R. R. Soldiers—When the statement arrived at the Army's policy toward furloughs and discharges of railroad men in uniform, a fresh barrage of questions was directed at its spokesmen by members of the committee. Chairman Mead brought out the fact that the Secretary of War on July 7 had written the chairman of the War Manpower Commission that "immediate demobilization" of men in the service who are entitled to discharge under the point system, and who are trained in civilian work, including railroad work, where a shortage of men is critical, is "not considered in accord with present War Department policy." The senator could not understand this attitude, in view of the fact that the Army now has millions more men in uniform than it will need in the Pacific war.

The railroads are now doing three years' work in one, Senator Mead declared, and their labor bottleneck ought to be wiped out now. The Army ought to show its efficiency, he remarked, by picking out the experienced railroad men who are eligible for discharge and putting them back on the railroads at once.

General Franklin explained that present plans provide for the return by June of next year of 17 Railway Operating Battalions and 5 Railway Shop Battalions now in Europe, a total of some 16,000 men. About 7,000 of these men—7 operating and 2 shop battalions—are expected to be in this country by the end of this year, and many of them will be eligible for discharge then. But, although an exception was made for the railroads to provide 4,000 men to meet a special need, his statement added, the general attitude of the War Department is that the discharge or furloughing of soldiers for civilian employment undermines the merit of the system of discharges which the Army has established in conformity with the desires of the men themselves.

"System" Mustn't Be Touched—In further explanation of the Army's views on this matter, Colonel William Brennan, labor relations officer, who undertook to answer Senator Mead's questions about hastening the release of railroad men whose points entitle them to discharge, declared that the "system" would be upset by such special treatment. "The integrity of the system must be maintained," he insisted, but he apparently did not make it clear to the committee why it would not be feasible to "screen" several thousand skilled railroad men from the "surplus" millions of troops now in this country or in Europe, whom it is not planned to send to the Pacific, in order to meet the manpower emergency on the railroads.

* * *

Gray Confers Stockard Promotion

Maj. James J. Stockard, of Sanford, Fla., and commanding officer of the 750th Railway Operating Battalion, at Vittel, France, receives his silver leaves designating his new grade of lieutenant colonel from Brig. Gen. Carl R. Gray, Jr., general manager, Military Railway Service. Colonel Stockard was a trainmaster for the Atlantic Coast Line before entering the service.

Another War Department viewpoint which aroused pointed committee comment came at the conclusion of General Franklin's statement, which read: "Despite the great speed-up in the rate of returns to this country which we have been able to make, I want to make it clear that there is no 'crisis' involved in the present rail situation." When Senators Ferguson and Mitchell challenged that observation, General Franklin explained its meaning by saying that there had been no "breakdown" in rail transportation.

Army Sees No "Crisis"—Senator Ferguson wanted to know "Who said that?" and General Franklin conceded that it was not his language. When the Senator wanted to know what would constitute a breakdown, he was advised that it would be a condition that would interfere directly with the war with Japan. But Senator Ferguson pressed the point that a "crisis" does exist if men entitled to a furlough cannot get railroad accommodations to reach their homes, if civilian travel is being interfered with, if the Army has been forced to hold up "redeployment" when it might have been completed in 10 months instead of 12. And Senator Mitchell inquired whether a threatened serious coal shortage in the Northwest did not amount to a crisis.

"In our planning, we do not ask the railroads to transport more soldiers or more freight than they are geared to handle under current conditions," General Franklin's statement continued. "Our plans for the use of western ports have always been predicated on a study of rail capacity prepared by the Association of American Railroads, in conjunction with the individual railroads some months ago, and confirmed by the A. A. R. only last Tuesday. This study shows that the transcontinental lines have a freight capacity through the mountain bottlenecks of 5,200 westbound loaded freight cars per day with their present labor force and 5,600 cars maximum, both figures subject to a deduction of 75 freight cars per day for each two troop trains in excess of two per line per day."

O. D. T. "Over-Alarmed"—Answering a question by Senator Mitchell, General Franklin would not say that Colonel Johnson has been "crying wolf" too often, but he expressed the opinion that the O. D. T. head may be "over-alarmed," as the Army does not plan to put more freight on the western railroads than they can handle. To the extent that their facilities prove to be inadequate, the committee was told, the Army will employ ports on the Gulf of Mexico and the Atlantic coast, even though this does involve a less efficient use of ships for the Pacific war.

In a further discussion of the railroads' immediate need for some of the trained men now in uniform, Colonel Brennan pointed out that there is a difference of opinion between the Army and the civilian

agencies as to the possibility of obtaining from the ranks of civilian labor the 15,000 skilled railroad men needed to work on the western roads. But whether or not they can be obtained through the recruiting campaign which has been set up to operate during August, he did not believe the Army should depart from its expressed policy as to furloughs or accelerated discharges—the "integrity of the point system" is more important, he insisted.

When Colonel Brennan outlined the part the Army had played in getting the railroad recruitment campaign organized, Senator Mead remarked that he had information that the Army had consistently refused to allow Railroad Retirement Board solicitors to enter Army separation centers to make contacts with men leaving the service in order to interest them in railroad work. Colonel Brennan doubted that this was generally so, and explained that he had suggested to the R. R. B. that they arrange for just such contacts, but he conceded that he might not have known of such a refusal by another War Department office.

May Have to Call in the Boss—The hearing before the Mead committee ended with another reminder by its chairman that greater cooperation than had been indicated by the testimony should be maintained between the Army and the civilian government agencies concerned with transportation and the provision of an adequate supply of men to work on the railroads. If the efforts of the war mobilization director did not soon produce such cooperation, he continued, it would be the committee's duty to bring the situation to President Truman's attention. The statement which the President had issued, calling for 65,000 more men to work on the western railroads did not indicate that he was as satisfied as the Army appeared to be about the present situation of those roads, it was suggested.

Following these developments, the new director of war mobilization, John W. Snyder, on July 28 made public a letter addressed to Senator Mead, assuring him that an understanding had been reached between Colonel Johnson, Secretary Patterson, J. J. Pelley, president of the A. A. R., and himself, which would result in a "working agreement which will go a long way to solve this complex transportation problem, and that each will keep in close touch with each other and me."

The letter advised the committee chairman that, "as a result of these conferences, I have been assured that while the transportation situation has been necessarily acute, due to the demands of the military requirements, that every effort by the agencies concerned is being employed to alleviate the burdens and hardships that this abnormal strain has placed upon transportation, and I am assured that the troop movements and supplies are now moving with dispatch, and with a minimum of delay and inconvenience.

Civilian Needs—"You, of course, realize," Mr. Snyder continued, "that this mass movement has brought about a situation which has resulted in hardships to the civilian traffic movement. This office is fully conscious of the situation, and is doing, and expects to do, everything in its power to facilitate coordination and cooperation of all agencies involved. I am convinced that railroad management and railroad employees have done, in this period, the most remarkable achievement ever accomplished in transportation, and I know that they are now engaged in doing everything in their power and bending every energy to the accomplishment of this herculean task. I realize that the manpower problem at this moment is most perplexing, and we are endeavoring to find a solution through the cooperation of the War Manpower Commission and other agencies."

Within a few hours of the release of this letter, on the night of July 28, Colonel Johnson broadcast a radio appeal for more men to work on the railroads. "With the railroads so congested and with additional war production to move across the continent," he declared, speaking through station WTOP of the Columbia system, "it will be impossible for the western railroads to redeploy the troops and move the freight load at the same time without delay, unless they get more men."

Summing up the problem, the O. D. T. director said, "as early as last summer the western lines began to feel the pressure of heavy war traffic. The situation became very serious indeed in San Francisco. Today, it is still more serious with heavy troop movements delaying essential traffic. Our civilian economy must be maintained. Coal and grain and vegetables and fruit must be carried by the railroads in large quantities. We can't afford costly delays in the movement of our products at this crucial time. On the roads leading to the Pacific coast in a recent 10-day period 1,179 trains were reported delayed for lack of crews, or for lack of engines, largely because men were not available to service the locomotives—more than four times the number of similar delays for the same period last year. And at the same time 225 trains were held out of yards because of yard congestion, due chiefly to shortage of manpower."

Handbills at Discharge Centers — Pointing out that almost 25 per cent of the total of railroad employment went into military service in this war, as compared to 12½ per cent in World War I, Colonel Johnson remarked that "we have asked the Army to give release priority under the point system to soldiers with railroad experience. But this evidently could not be done. The Army has, however, agreed to distribute circulars at 22 separation centers to soldiers interested in finding jobs."

The western lines are now carrying about the limit of their capacity, the speaker repeated, that is, some 5,000 carloads of freight and an average of 60 troop trains daily through the measuring gateways. "Now the western roads are being asked to take on an even greater load. I say they can't do it unless they get more men for the operation of trains and the repair of locomotives and cars."

War Department Relaxes—After conferences between Colonel Johnson, Under Secretary of War Patterson, and War Mobilization Director Snyder, following the latter's letter of assurance to Senator Mead and the O. D. T. director's radio talk, the War Department, as reported elsewhere in this issue, announced a change in its policy with respect to discharges from the Army which is expected to result in expediting the release of experienced railroad men who have accumulated enough points to become eligible for discharge.

Following disclosure of this move for relief of the railroads' manpower shortage, Mr. Snyder, on August 1, issued a statement explaining that the carriers' labor requirements had been thoroughly reviewed in a discussion in which Mr. Patterson, Colonel Johnson, and representatives of the A. A. R. and the W. M. C. participated, and that he was "assured that everything that can be done by the interested agencies to meet the unprecedented needs of the nation's transportation system was being done."

Mr. Snyder said, in part: "The impression that there has been a breakdown or that there is a serious crisis in the nation's transportation system is erroneous. Railroad management and labor in cooperation with the agencies of government are performing a stupendous job in redeployment of our armed forces and in moving military and civilian goods. They are doing so successfully. The needs of the railroads for men, particularly for skilled men on the western roads, are great. However, I am assured by the railroads, by the War Department and by the War Manpower Commission and by the Office of Defense Transportation that very real progress in the recruiting of needed workers is being made. We are counting on the continued cooperation of management and workers in order to meet this problem successfully.

"The action already announced by the War Department . . . should ease the strain on the roads and provide needed man-power. In addition, the program . . . calling for an intensive recruiting program in the local offices of the United States Employment Service and the Railroad Retirement Board . . . is already producing excellent results.

"We need the help of everyone concerned and we are getting it. There is certainly no cause for alarm. The problem to be faced will continue for many months as redeployment increases, and will call for continuous follow-up by the Office of War Mobilization and Reconversion. This will be provided."

Western Governors Proclaim R. R. Man-power Month

The August drive for 65,000 additional employees for Western railroads officially opened on July 31, with appropriate ceremonies in Chicago, Minneapolis, Minn., and St. Paul, and other western cities. Preceding the formal opening of the campaign, the governors of the states west of the Mississippi river and of Wisconsin, Illinois and Indiana, proclaimed the month of August as "Railroad Man-power Drive Month." The proclamations were issued simultaneously by all of the governors involved on July 27.

In Chicago, the start of the drive was marked by a handcar race over a two-mile course on State street between picked crews of the Santa Fe and Rock Island. The

members of the winning Santa Fe team were awarded war bonds as prizes. Celebrities taking part in the Chicago celebration were Mayor Edward J. Kelly, Billy Gilbert, stage and screen comedian, and Benny Goodman and his band. Upon completion of the handcar race, Mayor Kelly opened for public display a working model railroad exhibit loaned by the Baltimore & Ohio, and said to be the world's largest portable model railroad.

The model railroad exhibit will remain on public display in Chicago through August 7, when it will be shipped to Los Angeles. Subsequent cities and dates of display are: Los Angeles, Cal., August 16 to 21, inclusive; San Francisco, August 27 to September 1, inclusive; Sacramento, September 7 to 11, inclusive; and Seattle, Wash., September 18 to 22, inclusive.

In St. Paul, the Great Northern ran its first locomotive, the General William Crooks, to Minneapolis, in a ceremony duplicating the original run of this locomotive between these points.

Although the man-power drive was formally opened on July 31, the Army Service Forces, who are assisting in the project, and the Western railroads have been conducting an intensified publicity campaign for several weeks. Partly as a result of this drive and partly as a result of the granting of top man-power priorities to Western railroads for certain occupations, Railroad Retirement Board referrals of prospective new employees to railroads for employment reached a new high of 1,785 in Chicago alone, during the week ending July 28. Due to the time lag between referrals and reports of placements from the railroads it is not yet possible to determine how many employees were placed as a result of the additional referrals.

Army Railroader Cited for Action Under Fire

Pfc. William H. Arledge, of Greenville, S. C., and a member of the 718th Railway Operating Battalion, recently was awarded the Certificate of Merit "for exceptional service during a German bombardment of the railway yards in Conflans-Jarny, France." Presentation was made by Maj. Robert A. Wright, battalion commander.

As Headquarters reports it, Private Arledge remained on duty as a telephone operator during a seven-hour barrage of shell fire, maintaining contact with the chief dispatcher and expediting the work of the yard crew in switching cars. Three trains were cleared through the yards during shelling, "without delay in running time and without loss or damage to the loads."

Says Record Now Shows Grain Car Probe Was Unnecessary

Railroad performance in handling the grain crop has demonstrated to the satisfaction of Senator McMahon, Democrat of Connecticut, that the investigation into the grain car supply which was conducted in late April and early May by the Senate committee on interstate commerce "not only was unnecessary but superfluous and was not needed to accomplish any end at all." To support this statement, which he made on the floor of the Senate on July 26, Mr. McMahon had reproduced in the Congressional Record the recent Office of Defense Transportation press release reporting that "more wheat, grain, and grain products were carried by American railroads during the first half of 1945 than in any like period in the nation's history."

"The release," the senator said, "points out the accomplishments of the railroads in cleaning up the grain situation in the Middle West. . . . I believe it demonstrates that the situation has been taken care of in fine fashion, and that the American railroads and, above all, the railroad men of this country are entitled to the thanks of the nation for the great job they have done." Senator McMahon went on to commend Director J. Monroe Johnson of the Office of Defense Transportation "upon his handdling of the situation which, to my mind, has been splendid throughout and justifies the colonel's contention that while the hearing and investigation were being held, a fine job was being done. . . ."

The latest O. D. T. report on the grain movement shows that loadings for the first 29 weeks of this year totaled 1,432,602 cars as compared with 1,388,782 cars for the same period last year, an increase of 43,820 cars or 3.2 per cent. Grain loadings for the week ended July 21 totaled 68,552 cars, an increase of 14.9 per cent above the comparable 1944 week, the increase in western districts being 11.8 per cent. For the first 29 weeks, loadings in the western districts totaled 976,718 cars, an increase of 4.1 per cent above the same period last year.

Transportation Corps Marks Third Birthday

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which some 300,000 ship tons went directly to the Pacific. The rest was sent to the United States and other American countries, where much of it is to be reconditioned.

1.5 Million Troops Monthly—"The burden of redeployment on domestic transportation has been reflected in the swiftly mounting tide of organized troop movements," he continued. "In April there were 504,000 troops transported in large groups (40 or more). In May, when the first contingent of returning troops began to arrive, 615,000 troops were carried. In June, the first full month after redeployment was under way, 817,000 troops were moved. This month approximately 1,250,000 troops will be moved."

In November and the three months following, according to General Gross, rail movements in organized troop travel will run around 1,500,000 men per month, while the movements of small groups, and of men on individual orders or on pass or furlough will swell the total for those months to well over 2,000,000.

Freight Peak Still to Come—While domestic freight shipments by the armed forces have increased in recent months, the rate has not been as sharp as in the passenger movement, he explained. During the fiscal year ended June 30, Army freight shipments by domestic railroads, commercial trucks and water carriers were 21 per cent over the preceding 12-month period and 53 per cent above the year ended in June, 1943. It is predicted that the peak movement of Army freight for the Pacific war will exceed 11 million tons for the month of April, 1946.

Reviewing the Transportation Corps' accomplishments since its organization, General Gross pointed out that more than 7 million persons had been moved overseas from the United States; 119.5 million ship-tons of cargo had been exported through 16 ports; nearly 31 million troops were transported by domestic railroads in organized groups; and over 278 million tons of freight had been moved by rail, amounting to 201 billion ton-miles.

Referring to operations overseas, the chief of transportation remarked that the Military Railway Service, in 12 months' operations in Europe, had moved 19,768,000 long tons of freight on 25,000 miles of track. Some 1,760 steam and Diesel locomotives and 22,800 other units of rolling stock were brought into the continent to support the invasion, while nearly 10,000 units were captured in Germany, where Army railroaders are now operating 12 principal railroad lines.

Northwest Shippers Board Meets

The Northwest Shippers Advisory Board held its 73rd meeting at Duluth, Minn., on July 26. Problems of the spring wheat movement were discussed in detail and the necessary machinery was set up for handling the crop as efficiently as possible under present adverse circumstances of car supply. The shippers notified the Solid Fuel Administration that an emergency coal situation will exist in the northwest unless lake shipping is utilized to the fullest extent. The board members also moved to support amendments to the Land Grant Bill and passed resolutions approving the revision of federal tax laws to allow carriers funds to carry on the necessary post-war construction. L. B. da Ponte, general counsel, Northern Pacific, addressed the shippers on the subject of legislation affecting transportation.

O. D. T. Relaxes Some Tank Car Restrictions

Modifications of various Office of Defense Transportation restrictions on the use of tank cars were announced last week by that agency. Through General Permit 7, Revised 1, the use of tank cars for the movement of liquid commodities for distances of 80 miles or more has been authorized in 42 states. The previously effective minimum distance was 200 miles, and this remains operative, except where a special permit is obtained, in six states—Washington, Oregon, California, Idaho, Utah and Nevada. Special permits are required in all states for the use of tank cars for distances less than 80 miles. This modification is effective until December 21.

Another measure relaxing controls over tank car use was announced at the same time, that is, a withdrawal of the O. D. T. request, made late in 1944, for 24-hour day loading and unloading of tank cars, Sundays and holidays included. Hereafter, it was explained, Sunday and holiday loading operations will not be required at points where the average daily loading is 50 cars or less. At those points where available material can be loaded and shipped in a

shorter day, 24-hour day operations may be reduced.

Regulations governing the shipment of asphalt have been modified as still another change in the tank car conservation program, all of which have been made possible, it was stated, because tanker vessels have been released "temporarily" from military service for the coastwise movement of oil and petroleum products. As a result of the revocation of Special Direction 4 under O. D. T. General Order 7, permits no longer are required for the shipment of asphalt in tank cars for distances greater than 500 miles.

At the same time, in order to expedite the movement of petroleum and other liquid commodities to the Northwest and Pacific coast, requirements covering the movement of tank cars into the western and southeastern sections of the country have been altered. The O. D. T. is now requiring that the largest size tank cars, with a capacity of 8,200 gal. or more, be used for shipments to the six western states named above. On the other hand, cars with a capacity of 7,000 gal. or more may be used for the shipment of petroleum or products to the six New England states, New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia and the District of Columbia, and smaller cars may be used for shipments to states south of Virginia.

M. R. S. Promotions

Recent promotions by Col. Arthur Stoddard, general manager, First Military Railway Service in Europe, include the following: Col. Fred W. Oakie, of Somerset, Ky., commanding officer of the 704th Railway Grand Division, and a furloughed division superintendent of the Southern, who was elevated from lieutenant colonel; and 2nd Lt. Harold J. Buring, of Hammond, Ind., who was commissioned directly from the enlisted ranks. Lieutenant Buring, a former Union Pacific railroader, has served both with General Headquarters, Military Railway Service and Headquarters, 1st M. R. S.

I. C. C. Service Orders

In order to promote more extensive use of refrigerator cars for westbound transcontinental loading, thus reducing the movement of empty refrigerators westbound and of empty box cars eastbound, on western railroads, the Interstate Commerce Commission and the Office of Defense Transportation have modified existing regulations to widen their application.

By Revised Service Order No. 104, as amended, which supersedes the original order and amendments thereto, and is effective from August 1 through April 1, 1946, carriers are now required to supply, if available, type RS refrigerator cars of any ownership in lieu of box cars ordered for loading for specified destinations, whereas the former order permitted such substitution only with Pacific Fruit Express or Santa Fe refrigerator cars. The destination territory also has been extended under the revised order, and now includes El Paso, Tex., and all points west of the eastern boundaries of New Mexico, Colorado, Wyoming and Montana. The order applies, in general, to loading from all origins east of the Rocky mountains, and also to shipments from Utah to California or Nevada and from Washington to California.

Likewise effective August 1, the O. D. T. has modified the provisions of its General Order No. 1 to allow the movement of refrigerator cars westbound with 5-ton minimum . loads. The general permit making this modification effective applies to the same destination territory as the I. C. C. order. It also requires that cars moved under its provisions shall be handled from point of origin direct to destination, by-passing all transfer stations and not stopping for transfer of freight en route.

The dates of expiration of Service Orders Nos. 318 and 323 have been extended through April 1, 1946, by amendments Nos. 2 and 1, respectively. No. 318 prohibits precooling at certain California points of cars to be loaded with citrus fruit, while No. 323 prohibits preicing of cars to be loaded in Arizona or California with citrus fruit.

The expiration date of Service Order No. 308, which restricts refrigeration of potatoes originating in Arizona and California, has been extended by Amendment No. 2 through September 15.

Another service order (No. 341) applicable only to California, and effective only on July 29 and 30, required carriers serving Los Angeles, San Bernardino, Colton and Long Beach to accord preference in movement of empty freight cars from those points over all civilian carload freight traffic, intrastate or interstate.

The expiration date of Service Order No. 293, limiting the reconsignment of hay, has been changed by Amendment No. 1 thereto to October 15.

Materials and Prices

The following is a digest of orders and notices that have been issued by the War Production Board and the Office of Price Administration since July 21, and which are of interest to railways:

Electric Motors—The delivery of small commercial electric motors will be permitted hereafter without W. P. B. authorization regardless of quantity. Revocation of L-341, effective July 16, puts the delivery of these small motors on the basis of PR-1. It will allow manufacturers to ship unrated orders whenever possible. All rated orders, however, must be shipped first.

Electronic Equipment—Restrictions on the production and sale of parts required for the manufacture and repair of electronic equipment, including radio sets, have been removed as a major step in reconversion of the radio industry. In addition, restrictions were removed from the sale of electronic equipment when produced under W. P. B. authorization, the agency announced. This was effected by amendment to Order L-265 controlling electronic equpiment.

Locomotives and Cars—Orders for new locomotives and railroad type cars may now be accepted and scheduled by manufacturers without prior clearances; however, such orders may not interfere with outstanding delivery directions that remain in effect, W. P. B. added. Production control was removed through the revocation of L-97 and L-97-a and an amendment covering transportation equipment in the general scheduling order M-293, Table 18.

To insure space in schedules for critical and urgent orders, steam locomotives, Diesel electric locomotives of 600 h. p. and over, freight train cars over ten tons capacity and passenger train cars have been listed in Table 18 as undesignated products. This action does not interfere with the placing and acceptance of orders or the scheduling of production by the manufacturer unless rescheduling becomes necessary to insure delivery for the highly essential needs of the military services or war-supporting agencies, W. P. B. said.

Under the provisions of M-293, paragraph (p), a manufacturer need not file a schedule on Form WPB-3809.7 unless he is directed to do so, although W. P. B.'s Transportation Equipment Division would like to receive full information on production and schedules from manufacturers as in the past. However, except in cases of military necessity, which might require rescheduling action, the responsibility for the scheduling of new production will rest with the manufacturer, W. P. B. said.

Prices

Ponderosa Plywood—Third RMPR-13 provides uniform dollar-and-cent manufacturers' ceiling prices for pondersoa pine plywood. The new ceilings were calculated by averaging the March 1942 prices of manufacturers, and they become effective August 4. Previous ceilings were prices approved for individual manufacturers under the special pricing provisions of O. P. A.'s regulation for softwood plywood.

Under the new ruling, ceilings for rejects are established at 10 per cent below the maximum price for the grade from which the plywood has been rejected, and cut-backs are priced on the basis of size, thickness, and grade developed in the cut-back operation. Previously, rejects and cut-backs were priced on the basis of the grade and thickness of the size next lower than the developed size. The new method of pricing results in a decrease for rejects of about six per cent, and in an increase of about four per cent in ceilings for cut-backs.

Southern Pine—According to amendment 10 to Second RMPR-19 effective July 23, the temporary increase of $4 per M f. b. m. in the carload ceiling price of southern pine 2 in. by 4 in. lumber of all common grades sold on direct-mill shipment in lengths of 10 ft. or longer may be charged only in sales to an agency of the United States Government, or to a user for direct use in filling Government contracts or subcontracts.

Purpose of the limitation, O. P. A. said, is to carry out the original purpose of the increase, which was to make more Southern pine 2 in. by 4 in. lumber of common grades available for direct war uses.

Southern Pine—William H. Davis, Director of Economic Stabilization has announced the disapproval of a proposed increase of $2.75 per M f. b. m. in the maximum price of Southern pine lumber. Mr. Davis said that data presented to him had failed to establish that a general price increase was necessary to ensure the required minimum production or that the proposed increase would achieve that purpose if granted.

Maximum prices now in effect for Southern pine lumber have been determined to be generally fair and equitable and to meet all requirements of the emergency Price Control Act, the Director of Economic Stabilization said. He determined that a discretionary general increase going beyond legal requirements was not necessary to increase production. Mr. Davis added that he would "consider favorably any practicable proposal for the relief of marginal producers" of Southern pine lumber, but could not approve a general increase.

Window Glass—Pending consideration of a petition for an increase in ceiling prices, manufacturers of window glass have been authorized by Order No. 4151 to MPR-188 to sell that product on an adjustable pricing basis.

Beginning July 28, manufacturers may make deliveries and bill customers at present ceiling prices with the stipulation that that final price may be increased later if an increase in ceiling prices is authorized, O. P. A. said.

GENERAL NEWS

I. C. C. Still Cautious on Alternative Minima

But Commissioners Mahaffie, Alldredge, Miller call for more liberal approach

Reflecting its continuing dispostion to proceed with caution in the matter of approving proposals designed to encourage heavier loading of cars by providing alternative minima at different rates, the Interstate Commerce Commission has found that the nonestablishment of such arrangements for shippers of iron and steel articles was not unreasonable. "We have, with few exceptions, looked with disfavor upon the establishment of alternative rates," the majority said, but individual commissioners expressed their views that a more liberal attitude was now called for. The I. C. C. attitude on this question over more than two decades was comprehensively reviewed in the *Railway Age* of July 21 and 28, in a two-part article by Dr. C. Lloyd Wilson.

The commission's finding came in its report in I. & S. No. 5269 and eight related complaint cases which, among other pleadings, brought into issue the carload rates on iron and steel articles from and to points within Official territory, and assailed rates on such articles from points in Official territory and certain points in Western Trunk-Line territory to destinations in Minnesota, Nebraska, North Dakota and South Dakota.

Lower Rates to N. W.—The commission found that the Official territory rates were not shown to be unreasonable or otherwise unlawful, but it found generally that the rates from Official territory and Western Trunk-Line territory to destinations in Minnesota, Nebraska and the Dakotas would be unreasonable for the future to the extent that they exceed 28 per cent of the corresponding first-class rates prescribed in *Western Trunk-Line Class Rates*, 204 I. C. C. 595, as modified by subsequent general rate changes, minimum 40,000 lb. These rates have generally been on the basis of 32.5 per cent of first class.

Remaining findings deal with various other specific rate situations brought into issue in the several complaints. The alternative-minima issue was raised by some of the complainants who made various proposals at different stages of the proceeding. The commission's finding on the matter rejected the idea of alternative bases of rates, subject to minima of 60,000 and 80,000 lb.

In recalling that the commission has generally "looked with disfavor" upon alternative rates, the majority report in the present proceeding had this to say: "With respect to the carload minimum, while it is desirable to retain all the advantages, efficiency and economy of operation, and the more effective use of transportation equipment that can be done consistently after the war emergency has passed, instances that made for lighter loading and commercial minimums are likely to return. Another factor which will be prominent in the post-war era and which will be an effective influence toward lower rather than higher commercial minimums, will be competition with motor truck transportation by both common carriers and private carriers. . . . It is in the interest of economical transportation that the minimum on carload freight be as high as the product can be safely and advantageously loaded, due regard being given to the requirements of the average shipper. None of the complainants advocates minima of 60,000 and 80,000 pounds, except for use in the alternative with the minimum of 40,000 pounds."

Mahaffie Favors Alternatives—Commissioner Mahaffie, concurring in part, disagreed with the majority's denial of the request for alternative minima. He conceded that the precedents cited supported the position taken by the majority, but it seemed to him "desirable that the reasoning on which they are based be reexamined." And he thinks that such reexamination would indicate the need for modification.

"Conditions existing in connection with transportation during recent years," he went on, "have shown that loadings reasonably may, and usually do, exceed tariff minima. In a proceeding such as this we should prescribe a reasonable rate and minimum weight, giving due consideration to ordinary commercial needs. This the report does. Then, in order to encourage the maximum use of equipment, I think we should go further and authorize or require lower rates with higher minima that yield appropropriate and additional car revenue. The reduction might well be made applicable only to that portion of the lading which is in excess of the ordinary minimum. It might also be further graded in proportion of the relation of the additional lading to that minimum.

"Heavier car loading at compensatory rates is one of the soundest means available to sustain traffic and revenue. In order to increase both the shipper may well be given an incentive that will make it profitable for him to load more than the ordinary commercial minimum. The future success of the railroad industry is more dependent on heavy volume at low cost than on any other factor. Incentive loading would help."

"Immature Experience" — Commissioner Alldredge, concurring, was in gen-

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Proposes Senate Transport Probe

Interstate commerce group would parallel House's investigation

The Senate committee on interstate commerce would be authorized and directed to make "a full and complete study and investigation of all means of interstate and foreign transportation" under the terms of Senate Resolution 161 which was reported favorably from that committee on July 28. The resolution, reported by Senator McFarland, Democrat of Arizona, is a substitute for S. 556, the bill which he introduced some time ago to create a commission to study and report legislative recommendations on a coordinated transportation policy (see *Railway Age*, February 24, p. 396). S. Res. 161 drops the commission idea and provides for the study by the Senate committee or any duly authorized subcommittee thereof. The inquiry would thus be set up like that which the House committee on interstate and foreign commerce proposes to undertake under the terms of House Resolution 318 (see *Railway Age*, July 21, p. 112).

As outlined in the resolution, the Senate inquiry would cover rail, air, water, highway, and pipe line transportation with a view to determining: "(1) The interrelation of these agencies of transport; (2) the post-war character and adequacy of the services furnished in interstate and foreign commerce . . .; (3) the developments and improvements that may be expected in interstate and foreign commerce; (4) such legislation to be recommended as will result in a consistent public policy fair to all competing agencies of transportation, to the using and investing public, and to labor." Reports would be made to the Senate "from time to time" as the committee "deems desirable."

The report on the resolution recalled the committee's work on the Transportation Act of 1940, adding that it is now "seriously concerned with perplexing and vital post-war problems in the entire field of interstate and foreign transport." It is next asserted that "failure to provide what may be necessary legislative remedies to meet the needs of our complex transportation system, and failure to bring intelligent consideration upon their own responsibilities by the leaders of transport agencies, wholly apart from legislation, could prolong by years the time necessary for reconversion. It could, in fact, throw our economy into chaos." As the committee sees it, planning in the transportation field "has been conspicuous by its absence."

(*Continued on page 232*)

Suggests Many Topics for Transport Study

House committee prepares list for the consideration of interested parties

The House interstate and foreign commerce committee's subcommittee on transportation has prepared a list of suggested topics on which it will invite discussion in connection with the "national transportation inquiry" it proposes to make under the terms of House Resolution 318, sponsored by the committee's chairman, Representative Lea, Democrat of California. The list was drawn up "for consideration and discussion by all companies, associations, rail brotherhoods, state and federal boards and commissions, and individuals who have, or may be assumed to have, an interest in, or knowledge of, transportation and its postwar problems."

It has been printed with a foreword by Chairman Lea who also heads the subcommittee on transportation. "There is an abstract but basic formula for approach to each problem by a legislative committee," Mr. Lea says. "It requires a working knowledge of (1) existing law; (2) the defects and injustices that prevail under it; and (3) the proposal of a remedy thereof. Recognition of this necessary approach by our committee may aid those who kindly accept this invitation.

"The scope of this inquiry is broad. It is not confined to the suggested topics. If the reader of this page has any information or suggestions for the betterment of our public carriers or for the improvement of their services to the public, we will welcome a statement of such views, regardless of whether or not they come within the suggested topics.

"No one need discuss all these subjects. We do urge that each discuss such of these subjects as to which he has experience, knowledge, or constructive suggestions which he feels may be helpful to the committee.

"The ultimate purpose of the committee is to develop a limited number of legislative proposals which seem to be of substantial value for improving the present transportation situation. We expect that the committee will finally embody such proposals in a bill, on which hearings will be held before reporting it to Congress for enactment.

"We want each author responding to this invitation to feel entirely free to select the subject matter and method of his reply. It will facilitate the handling of the material, however, if a certain uniformity of presentation is followed by various authors submitting replies.

"Therefore, we suggest, if agreeable, that you present your material on standard letter-size paper; that each sheet have a liberal margin of not less than 1½ inches at the top and left side; that it be written on only one side of the paper, with a fair space between the lines; that it be typewritten or in some typed form; that a duplicate copy be furnished; that, where more than one subject is treated, the separate general topics, at least, be preceded by appropriate headings; and that the name and address of the author be subscribed.

"So far as you find compliance with these suggestions agreeable, it will facilitate the convenient arrangement of your material in connection with material on like subjects submitted by others. It will also aid in the study and analysis of your material and related material by the committee."

The list of suggested topics follows:

I. National Transportation Policy

It is sometimes stated that we have no national transportation policy.

(*a*) Is that criticism directed at the statement of such policy in section 1 of the Interstate Commerce Act, or is such criticism justified by failure to implement the declaration of policy in that section?

(*b*) In what respect, if any, by law or administrative action, are there failures to implement that section?

(*c*) If so, what remedies would you suggest?

II. Regulation

(Common-carrier transportation—railroad, highway, air line, waterway, pipe line—has a common public-service purpose)

(*a*) Advantages and disadvantages of separate regulatory agencies for each mode of transportation.

(*b*) Advantages and disadvantages of a single regulatory body for all forms of common carriers, reporting directly to Congress.

(*c*) Should the Interstate Commerce Commission be reorganized in the light of present-day conditions and postwar transportation problems?

(1) If so, how? by changing its powers, its procedures, or the mechanics of its set-up?

(2) What would be the objects to be sought by such reorganization?

(*d*) The extent, if at all, to which any or all forms of common carriers should be exempt from the application of the antitrust statutes where the activities in question are under the supervision of the regulatory agency.

(*e*) To what extent should federal government agencies be given powers to promote activities of common carriers?

(*f*) To what extent and under what circumstances are differentials in rates as between different types of carriers warranted or desirable; or necessary in fairness to the carrier; or necessary to give the public the inherent advantage of each?

(*g*) What do you suggest to coordinate further our transportation agencies, both within the same types and as between different types?

III. Finance

(*a*) Advantages and disadvantages of various means of financing transportation agencies—stocks, bonds, or other securities.

(*b*) Building up credit ability of common carriers for efficient and economic service.

(*c*) Building up reserves, need of and present practices.

(*d*) What are the postwar needs for new capital? How can they be met?

(*e*) What legislative or administrative remedies, if any, are needed to encourage private capital investment in the common carrier industry, on reasonable terms?

(*f*) Effectiveness of present bankruptcy procedures in reducing capital structures—advantages and disadvantages.

IV. Common Ownership and Integration

(*a*) How do you regard consolidations, from the standpoint of—

(1) The credit position of the carriers?

(2) Maintenance of reasonable rates over wide geographical and economical areas?

(3) Savings in capital outlay and operations costs?

(4) Service to industry and the traveling public?

(5) Extending greater stability by uniting the strong with the weak carriers?

(*b*) What public policy should prevail as to common ownership, operation, and control of common carriers—

(1) Of the same type?

(2) Of different types?

(3) To what extent are the answers to these questions dependent on whether or not such controls permit, restrict, or eliminate competition?

V. Taxation

(*a*) Relation of taxation to transportation income and earnings.

(*b*) Multiple taxation as imposed by various political subdivisions.

(*c*) Discriminatory taxation.

(*d*) To what extent, and by what means, are common carriers of any type unduly burdened by taxation policies?

(*e*) What remedies would you suggest?

(*Continued on page 229*)

Stewart Plans More Agitation on Rates

Wants inquiry to determine whether class adjustment will bring uniformity

Having got from the Interstate Commerce Commission a class-rate and classification decision favorable to the point of view of the Southern Governors Conference, Senator Stewart, Democrat of Tennessee, plans to keep the rate-uniformity issue in the political arena by sponsoring a Congressional investigation of contentions to the effect that the present decision will not afford much relief to complaining sections because the class rate structure has become too "obsolete and unworkable" to accomodate any great amount of traffic. Mr. Stewart's plans were revealed in an August 1 Senate speech appraising the commission's recent report in the Nos. 28300 and 28310 investigations of the class rate structure and Consolidated Freight Classification.

A Job for Childe—The investigation would be conducted by the Senate small business committee's transportation subcommittee of which Mr. Stewart is chairman. C. E. Childe, former member of the defunct Board of Investigation and Research, is now on this committee's staff; and the contentions which Mr. Stewart has heard with respect to the class rate structure and how it will be affected by the commission's decision are presumably those of Mr. Childe, in the main. In any event, a large part of the senator's speech was devoted to quotation of a memorandum he had received from Mr. Childe.

Mr. Stewart's proposed investigation, among other inquiries, would involve further analysis of the waybill data collected by B.I.R. The senator spoke approvingly of the work of that board which, "in three years of notable labor," gathered "a large amount of important information on freight rates and other transportation problem of the country." Of the waybill data, he said B. I. R. had been able to make only incomplete studies, which he added "should be completed now to show the rate and class comparisons on a point-to-point basis for each commodity throughout the country."

Wants $200,000—"About $200,000 and a year's time will be required to do the job properly, I am advised," Senator Stewart went on. "This will constitute a wise investment through which Congress may realize on the much larger amount already spent. I speak of the million and a quarter dollars that Congress has invested in the Board of Investigation and Research and its reports. I shall seek to secure Congressional approval for an appropriation. This study will constitute an important tactical move in the factual fight for fair freight rates."

Previously, Mr. Stewart had referred to the transportation study being undertaken by the House committee on interstate and foreign commerce, expressing his hope that Chairman Lea and other members of the committee would not overlook the work already done in that connection, as embodied

in the reports made by B. I. R. These reports, still unpublished, were dumped into the lap of Congress late on the afternoon of the board's last day in office—September 18, 1944. Mr. Stewart thinks it "highly important" that they be made available to the public.

Fight Only Begun—Appraising the commission's report in Nos. 28300 and 28310, the senator called the decision "momentous," at least for its "acceptance of the principle that discriminatory freight rates between sections of the country are unlawful." The interim adjustment which will cut class rates 10 per cent in the South and West while increasing those in Official territory by a like amount, was called a "down payment" by the commission on its commitment to do something about "discriminations."

At the same time Mr. Stewart sees indications that the decision "is not going to be accepted in all parts of the country without a struggle." Thus he warned "the friends of freight rate equality" in the Senate that "this is no time for us to rest on our oars." He recalled "for the overenthusiastic" that the commission's first recommendation of a uniform classification was made "more than 50 years ago," and the uniform classication "is still in the promissory stage." He also cited Commissioner Porter's estimate that the framing of a uniform classication will take another 10 years.

Mr. Stewart next reminded his colleagues that the decision is limited to class rates, and he is advised that "much less than 10 per cent of the traffic moves on class rates." When class rates are equalized, "the great bulk of the traffic will remain untouched—unless the commission goes beyond the limitations embodied in the decision and weaves the exceptions back into the class rate structure."

Meanwhile, the senator does not expect much of the interim adjustment. "One would have to be an optimist indeed to believe" that it will bring the South and West "any great measure of relief from present disparities," he said. And the permanent adjustment, becoming effective "only in the distant future," might be helpful "for our grandchildren," but Mr. Stewart wants "fair freight rates in our time." He is convinced that they can be obtained.

Childe Slams Class Rates—Coming to his consideration of the character of the rates proposed by the commission's decision, the senator deferred to "one of the outstanding transportation experts of the country," Mr. Childe. He read at length from the brief on the matter which he had received from Mr. Childe. Mr. Childe's statement found the "fundamental defect" of the commission's decision in its failure "to prescribe a structure of class rates at levels on which any substantial volume of freight can be moved." Because, as the former B. I. R. member put it, the commission has thus "adhered to the present obsolete and unworkable class rate patterns, . . . but little practical relief from rate inequalities can result."

With cost-study figures and other data, Mr. Childe undertook to establish the proposition that the carload rates prescribed are "extortionately high in comparison with the cost of rail transportation," while the l. c. l. rates "are below the cost of transporting less-than-carload freight by railroad, but would be, for the most part, too high for motor transportation."

"Consequently," he went on, "the scale as a whole is unsuitable for either rail or motor transportation; the rates, if established, could move very little traffic by rail because motor truck costs would be lower. Therefore, exceptions and commodity rates would be necessary, as they are now, to move the traffic, and the class rates would remain unused."

Business Won't Move, Yet—It would be "surprising" to Mr. Childe if business firms would find in the decision enough inducement to justify any major shifts to the South and West. He did, however, concede that the decision was "important" in that it "approves the general principle of equality." At the same time he sees "great danger" that those who advocated "equality" may be "lulled into inaction" by a belief that "discriminations" have been removed. Continued efforts, Mr. Childe insisted, "are necessary to remove the discriminations remaining, not only on class-rate traffic but on the great bulk of traffic not touched by the decision."

Senator Stewart does not know whether Mr. Childe's claims are correct or not, but he is convinced that the former B. I. R. member is an "authority" whose views merit "most serious consideration." Thus his proposed investigation "to develop all the evidence I can to determine their correctness."

With that determination made, the senator went on to quote from a letter which he had received from "another transportation authority on whom I rely." The writer of the letter, who took what the senator called "a more optimistic view than Mr. Childe," was not identified. The letter set forth the view that class rates "when reasonably and properly made, will not only accommodate an important volume of traffic but under the American system of rate-making they fix the general rate pattern for the country."

The writer went on to assert that correction of disadvantageous rate situations must begin with class rates. And he seemed to think the commission had found a clever way around the obstacle raised by contentions that the South's commodity-rate shippers would have to pay higher rates if the class rates were reduced.

How Dixie's Low Rates Were Kept—"The commission," the letter said, "seems to have taken care of that particular phase of the matter very well indeed. Instead of prescribing the present level of class rates in the North as the uniform rates for all regions in the future, the commission actually prescribed a higher level by about 15 per cent than now prevails in the North which appears to take care of the reasonable revenue needs of southern carriers without the necessity of increasing their commodity rates for that purpose."

All in all, Senator Stewart's correspondent believes that "the faith of those who advocated the removal of the freight-rate discriminations is being justified." But the senator asserted in closing that "action through the commission comes slowly." And he said again that "we must reach the great body of freight moved on exceptions." He noted the railroads' offer to establish "whatever rates are needed by any industries which seek location on their lines." Thus he hopes that "voluntary readjustments" may be expected. If they are not forthcoming, the senator warned, "Congress and the regulatory authorities stand ready to enforce just treatment through legislation and executive order."

Train Communication Not New

The New Haven's magazine "Along the Line" for July reproduces from contemporary records an account of successful experiments with telegraphic communication from and to moving trains, carried out on the road's Harlem river branch in New York in 1885.

Communication was established, by induction, from a wire carried in a wooden conduit laid in the middle of the track to wires suspended from the bottom of a car, looped to form an extended induction coil. The section of track so equipped was 12 miles long and successful daily experiments were carried out for a period of several months.

Bozeman Tunnel in Operation

On July 28 the Northern Pacific began operating trains through its 3,000-ft. Bozeman mountain tunnel on the main transcontinental line in Central Montana. The tunnel was completed recently at an approximate cost of $1,350,000.

Six-Day Week for Southern and Western Telegraphers

Southeastern and western roads recently agreed to meet the Order of Railroad Telegraphers' demand for a six-day week for telegraphers with time and one-half pay for the seventh day. The settlement was reached before arbitration proceedings had begun under the arbitration agreement noted in the *Railway Age* of July 7, page 44.

D. C. Would Tax Railroad Rolling Stock

Senator Bilbo, Democrat of Mississippi, has introduced S. 1278 "to provide for the taxation of rolling stock of railroad and other companies operated in the District of Columbia." Senator Bilbo is chairman of the Senate's District of Columbia committee, and the bill was introduced at the request of the District commissioners.

Proposes Transport Study by Two Senate Committees

Senator Mead, Democrat of New York, has introduced Senate Resolution 168, proposing the creation of a special Senate committee, consisting of three members of the committee on commerce and three members of the committee on inter-state commerce "to make a full and complete study and investigation with respect to post-war transportation problems." This is the third transport study proposed in resolutions now pending in Congress, the

other two being those underway in the House committee on interstate and foreign commerce and the Senate committee on interstate commerce.

In offering the resolution, Senator Mead made a lengthy statement, saying, among other things, that information resulting from the inquiry "should be available to the committees which will appropriate huge sums of money for river and harbor improvements, for the construction of waterways and other similar improvements." The resolution was offered on August 1, the day on which the Senate adjourned for a summer vacation, extending until October 8.

Man-power Shortage Delays 2,875 Western Trains

The acute shortage of railroad workers has delayed operations of 2,875 trains on western railroads and temporarily tied up 851 switch engines since July 1, according to a statement issued recently by W. P. Kirk, western railroad director of the Office of Defense Transportation. It was also reported that more than 13,000 freight cars were rerouted or diverted from regular routes to avoid congestion.

The movement of empty westbound cars is one of the biggest problems, Mr. Kirk said, explaining that although 400 refrigerator cars loaded for the West daily, more than 1,000 of the cars also move westward empty.

June Truck Traffic

Motor carriers reporting to American Trucking Association, Inc., transported in June 1,915,646 tons of freight, a decrease of 2.6 per cent below the 1,967,460 tons reported for May and a drop of 2.2 per cent below June, 1944's total of 1,958,679 tons. The A. T. A. index, based on the 1938-1940 average monthly tonnage of the reporting carriers, was 173.93 for June as compared to May's 188.09.

The foregoing figures, according to the A. T. A. statement, are based on reports from 244 truckers in 41 states. Truckers in the Eastern district reported tonnage decreases of 2.2 per cent below May and 4.1 per cent below June, 1944. In the Southern region the decreases were 6.8 per cent below the previous month and 3.6 below June, 1944. Tonnage in the Western district was 1.9 per cent below May, but two per cent above June, 1944.

Chinese Transport Men Study U. S. Methods First-Hand

Six representatives of the engineering, mechanical, operating and purchasing departments of the Chinese National Railways have begun their year's training on the Seaboard Air Line, at Norfolk, Va. Three more engineers are to join them soon. Eight have been engaged by the Louisville & Nashville and nine by the Southern. All are part of the 600 Chinese who reached the United States late in June to study American transportation and industrial methods under the sponsorship of the International Training Association, Inc., in cooperation with the Association of American Railroads.

Those now in Norfolk, who will have opportunity to perform actual work under the direct supervision of Seaboard personnel include: Tuan Feng-Shun (engineer of Shantung); Soo Shang-Peng (cadet engineer); Kang Sin-Jan (chief of mechanical division of Ho Pei); Chi Tsun-Chou (chief of highway transportation, of Kwangtung province); Wang Yuan-Hwa (station master, of Kiangsu); and Wang Wen-Hsian (chief of materials section, of Ho Pei). Messrs. Tuan and Soo will divide their time between Norfolk and general on-line operations; Kang and Chi will be at Norfolk and Hamlet, N. C., and the two Wangs will study at Norfolk and Raleigh, N. C.

Chinese Engineers Meet with Seaboard Officers

From left to right: Messrs. Chi Tsun-Chou; W. R. Olive (gen'l. supt. of transp.); Tuan Feng-Shun; Soo Shang-Peng; W. D. Simpson (ch. eng.); R. W. Rogers (ass't. gen'l mgr.); W. G. Jones (gen'l prchg. agt.); Wang Wen-Hsian; Robert Hunt (gen'l supt. mot. power); Kang Sin-Jan; and Wang Yuan-Hwa.

The two bridge engineering men, expected soon, will work along the line and at Norfolk, and the remaining member, whose interest is in material procurement, will observe operations at Norfolk, Portsmouth, and various other major terminal points throughout the system.

A similar working arrangement is now in effect on several other railroads. Eight Chinese are now on the Louisville & Nashville in the vicinity of Louisville, Ky., four of them training in the roadway department, two in transportation and administration, and two in signaling and telephone and telegraph communications. Eventually all will be stationed at various points about the system.

Nine Chinese civil engineers, all with railroad backgrounds, have been assigned to the Southern. Two engineers, Yang Yi-Ching, of Shanghai, and Feng Hsien-Pei, of Shaoshien, have been assigned to the maintenance of way forces, with headquarters at Decatur, Ala. Lin Chien-Ying, of Wuchwan, Su Deh-Jau of Kao-Yau, and Wen Jeh-Chai of Sinhwei, have been sent to South Boston, Va., for training. To be located at Kernersville, N. C., are Owng Yuan-Ching of Chang-Su and Fan Siang-Sun of Shaoshien). Mei Foo-Chang, of Canton, and Shih Tai-Cho, of Shucheng City, have been assigned to forces at Corinth, Miss. Training will be similar to that of Southern student apprentices.

Simplified Airline Ticket

What a July 30 press release from the Air Transport Association called "the first real step in improved passenger ticketing on long trips made in the transportation field," has been taken by the domestic airlines with the adoption of a new simplified interline passenger ticket form. The release states that the new form, which will be introduced on September 1, "can be prepared in a fraction of the time required by the present type of ticket." In addition, the airlines have adopted a new form of baggage ticket.

The new passenger ticket is "in book form, with a series of correlated coupons," and "there can be as many as seven coupons issued in connection with one interline routing and all can be filled out at one operation with complete information on all coupons." The release notes how the new ticket is expected to save time for airline passengers who will no longer be required to wait while the agent makes out the "mile-long" strip ticket, "still in use by other forms of transportation."

Bankruptcy Act Amendment

Senator Tydings, Democrat of Maryland, has introduced S. 1303 "to provide for equal participation by security holders of the same class in reorganization in bankruptcy proceedings." The bill stipulates that all security holders of the same class "shall participate equally in any reorganization in bankruptcy without regard to the date of purchase or acquirement or method of acquisition."

Santa Fe Board Approves Entry of Road into St. Louis

Plans of the Atchison, Topeka & Santa Fe to serve St. Louis, Mo., by using part of the Alton and of the Chicago, Burlington & Quincy tracks, have been approved by the Santa Fe's board of directors following a meeting at Chicago on July 26. A full report of the proposed project appeared on page 116 of the July 21 issue of *Railway Age*.

Southern Publicizes Its Ad Campaign for the South

The Southern has for several years—as all readers of publications of general circulation know—been publishing a series of advertisements to publicize the attractions of the territory it covers. A booklet which reproduces 43 of these advertisements which were published between August 1943, and the end of 1944 has been prepared by the railway for circulation in its territory—so that its neighbors may have a more adequate appreciation of the comprehensive job

the railway has done in serving the interest of its area in other ways than by transportation.

This booklet is a sequel to a similar publication reproducing the first 34 advertisements in the series, which the Southern circulated among its friends in the fall of 1943.

By the end of 1944 the Southern had published 77 of these advertisements in 469 publications with a combined circulation of 241½ million. Business and financial magazines and farm papers are the media used, combined with special emphasis on Southern newspapers—418 of them.

G. M. & O. Trains Now Operate into St. Louis Union Station

Gulf, Mobile & Ohio passenger trains on July 23 began operating to and from the Union Station at St. Louis, Mo., instead of terminating at E. St. Louis, Ill., as they have been doing during the past few years. E. St. Louis remains a regular stop for these trains. The return of the G. M. & O. passenger trains to the St. Louis Union Station ends the train connection bus service previously operated by the G. M. & O. between St. Louis and E. St. Louis.

Booklet Commemorates Katy's Seventy-Fifth Birthday

Entitled "The Opening of the Great Southwest," a new, 32-page booklet has been published and distributed by the Missouri-Kansas-Texas as a means of celebrating that road's 75th anniversary. The booklet covers the history of the Katy from its origin in the spring of 1870 up to and including the present day, and utilizes both text and pictures to relate a number of interesting episodes in the history-making race of the Katy to and through Indian territory.

Return of Chicago Trucks to Private Operators Delayed

After having stated on July 28 that it would terminate its control of truck lines in Chicago and vicinity at the end of the month, the Office of Defense Transportation announced on July 31 that it would continue to exercise this control through August 15. This change in its plans was requested by the Office of Economic Stabilization and the War Labor Board, it was explained.

The Chicago truckers were taken over by the O. D. T. May 23, by order of President Truman, when "labor disturbances" paralyzed truck transportation in that area. While these disturbances had "largely subsided" before the end of July, the delay in relinquishing control was asked by the other agencies, the O. D. T. said, because the W. L. B. expects to complete its discussion of requests for a change in its overtime wage policy for the trucking industry within that time.

Emergency Board Report

The White House on August 1 made public the report of the emergency board created on July 6 to investigate wage disputes which brought strike threats to the Chicago, North Shore & Milwaukee and the Chicago, Aurora & Elgin. The board reported that the disputes had been settled by agreement of the parties providing an increase of four cents per hour, retroactive to December 28, 1944, for the employees involved.

They were train service employees, represented by the Brotherhood of Locomotive Firemen & Enginemen and Brotherhood of Railroad Trainmen; and their demands were for increases ranging from 12¼ to 16¼ cents per hour.

Freight Car Loading

Loadings of revenue freight for the week ended July 28 totaled 886,271 cars, the Association of American Railroads announced on August 2. This was an increase of 3,948 cars or 0.4 percent above the preceding week, a decrease of 23,219 cars or 2.6 per cent below the corresponding week last year, and an increase of 746 cars or 0.1 per cent above the comparable 1943 week.

Loading of revenue freight for the week ended July 21 totaled 882,323 cars, and the summary for that week, as compiled by the Car Service Division, A. A.R., follows:

Revenue Freight Car Loading

For the Week Ending Saturday, July 21			
District	1945	1944	1943
Eastern	161,954	165,839	166,468
Allegheny	194,293	197,432	191,220
Pocahontas	53,692	56,202	56,906
Southern	121,473	123,662	118,539
Northwestern	133,869	140,192	144,832
Central Western	143,709	142,810	133,288
Southwestern	73,333	75,955	72,585
Total Western Districts	350,911	358,957	350,705
Total All Roads	882,323	902,092	883,838
Commodities			
Grain and grain products	68,552	59,723	58,839
Live stock	13,680	13,970	13,766
Coal	168,883	174,985	177,715
Coke	14,886	14,669	14,110
Forest products	44,014	50,729	47,688
Ore	76,712	84,468	88,567
Merchandise l.c.l.	103,684	102,630	97,316
Miscellaneous	391,912	400,918	385,837
July 21	882,323	902,092	883,838
July 14	883,268	903,901	877,335
July 7	726,404	744,347	808,630
June 30	893,741	897,210	852,082
June 23	876,442	880,311	760,930
Cumulative Total, 29 Weeks	23,753,940	23,835,541	22,901,180

In Canada.—Carloadings for the week ended July 21 totaled 71,810 as compared with 73,561 for the previous week and 72,552 for the corresponding period last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total Cars in Canada:		
July 21, 1945	71,810	34,376
July 22, 1944	72,552	38,469
Cumulative Totals in Canada:		
July 21, 1945	1,975,880	1,065,958
July 22, 1944	2,005,708	1,133,140

Cash in Union Treasuries

The A. F. of L. unions during the period of war-time prosperity have "followed their traditional policy of banking their reserves" while the C. I. O. unions "have invested the larger part of their assets in new organizing drives, in legislative and educational campaigns"—so reads a statement by A. C. Croft, president, National Foremen's Institute, Deep River, Conn.

Mr. Croft asserts that "two independent unions, the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Engineers, have assets of $41,000,000 and $32,000,000 respectively." He reports assets of the Teamsters' union at $15,000,000, the Ladies' Garment Workers at almost $8,000,000, and the Bricklayers at more than $8,000,000—with the "world's largest union," the C. I. O. Auto Workers, having assets less than $3,000,000. The C. I. O. isn't worried by this comparative showing, Mr. Croft further states, because "the C. I. O. theory is that, even in a period of depression and unemployment, members will stick closely to their union if it is battling all-out for a full employment program."

Teletype Service Extended by Baltimore & Ohio

The Baltimore & Ohio has placed in operation between Baltimore and Cumberland, Md., what is destined to be a system-wide teletype reporting installation. With it the record of freight cars moving through the Cumberland terminal, with their numbers and destinations, are reported almost instantaneously to the car service department of the railroad in Baltimore, so that shippers and receivers of freight can be promptly notified of the progress of their shipments.

These "wheel reports" have heretofore been compiled by yard clerks and given to the conductors of outgoing trains for delivery at the next terminal. Under the teletype system the yard clerk types the wheel report for himself, at the same time automatically preparing a tape in his division telegraph office for transmittal by teletype to central headquarters in Baltimore. There the information transmitted can be made available by wire to any point requesting it.

As teletype machines and other necessary facilities become available the new method will be extended to all principal terminals of the railroad.

Illinois Central to Test Train Communication

Communication equipment for use on trains and between trains and wayside stations will be tested during September on the western lines of the Illinois Central between Freeport, Ill., and Waterloo, Iowa. Improved train operation is expected to result, with radio supplementing advanced methods already in use. Electronic principles developed for the armed forces and used on planes, tanks and in ships will be utilized. Two types of railroad radio systems will be tested on the 162-mile district chosen for the variety of operating conditions it offers, including prairie country, bluff regions, cities, river crossings, one tunnel, and curved and tangent track.

One method, space radio, will be used primarily for talking back and forth between the engine and the caboose on a freight train. This space radio operates on the high frequency channels which were assigned recently for train use by the Federal Communications Commission. Static and noise interference common to standard broadcasting are largely absent on these high frequencies. The equipment as developed today is a simple arrangement, consisting of only a small transmitter-receiver, a remote control box with handphone, a loud-speaker and antenna on each engine and caboose. No dependence on outside

electrical devices is involved for engineer-and-conductor conversation. The second type of train communication to be tested is the carrier or induction system. The existing line wires along the right-of-way are used for carrier radio without interference to the present telephone and telegraph systems.

The equipment will be furnished by the Aireon Manufacturing Company of Kansas City, Kan., and the tests will be under the supervision of P. B. Burley, electronics engineer for the Illinois Central.

A. A. R. Public Relations Work Is Appraised

The public relations work of the Association of American Railroads has been ranked among the first four of some 150 organizations in a survey recently conducted by the magazine "Tide" and reported on in its June 15 issue. A questionnaire soliciting the views of 1,000 public relations people and business executives on a variety of topics related to this field included a query on which organizations have the best public relations programs, and the A. A. R., with 28 votes, was one of 11 organizations to be mentioned in more than 5 replies.

The magazine suggested that the favorable position of the A. A. R. apparently stemmed from the persistent institutional advertising campaign it has carried on for the past decade and its strategic use of the "war angle" in recent years. It was suggested that the association may have benefited indirectly from advertising by individual roads, and its supplementary public relations activities, such as supplying speakers and motion pictures for local meetings and cooperation with schools, also were pointed to as contributing to its high standing.

The discussion of railroad public relations closed with a note that "railroads, generally, came in for some adverse comment, too. This trend . . . presumably reflects civilian peeves at the discomforts of wartime travel."

Representation of Employees

The Brotherhood of Railroad Trainmen has supplanted the Order of Railway Conductors as the Railway Labor Act representative of road conductors on the Long Island and Pittsburgh & Lake Erie, according to results of recent elections which have been certified by the National Mediation Board. The B. of R. T. won the Long Island election by a vote of 112 to 103 while the P. & L. E. vote in its favor was 27 to 21.

On the Lehigh Valley, the Railroad Workers Industrial Union, District 50, United Mine Workers of America, won two recent elections, thereby supplanting the Railroad Marine Workers Local 933-5, International Longshoremen's Association, as representative of licensed and unlicensed deck personnel, and marine engineers, firemen and oilers employed in that road's marine department. In another Lehigh Valley election, the Mediation Board found itself unable to certify a representative for yardmasters for the reason that none of the contesting organizations received a majority of the legal votes cast. The yardmasters had been represented by the Association of Lehigh Valley Railroad Yardmasters, but that organization is not listed on the N. M. B. tally, which showed that votes were received by the Railroad Yardmasters of North America, Railroad Yardmasters of America, and Brotherhood of Railroad Trainmen.

On the Gulf & Ship Island, the International Association of Railroad Employees has supplanted the Brotherhood of Locomotive Engineers as representative of firemen, hostlers, and hostler helpers. Foremen below the rank of general foremen supervising electrical workers in the Chicago, Burlington & Quincy's telegraph and telephone department have chosen the International Brotherhood of Electrical Workers, operating through the Railway Employees Department, American Federation of Labor. These employees were not previously represented.

Equipment Depreciation Rates for G. M. & O.

Equipment depreciation rates for the Gulf, Mobile & Ohio are among those prescribed by the Interstate Commerce Commission in a new series of sub-orders in the general proceeding, Depreciation Rates for Equipment of Steam Railroad Companies. The total ledger value of G. M. & O. equipment is given as $14,022,866, while the ledger value of leased equipment is $124,579.

The depreciation rates prescribed for G. M. & O. equipment (except streamlined passenger trains) which was formerly owned by the Gulf, Mobile & Northern are as follows: Steam locomotives, 4.12 per cent; freight-train cars, 3.64 per cent; passenger-train cars, 5.4 per cent; work equipment, 3.49 per cent. Rates on equipment formerly owned by the Mobile & Ohio are: Steam locomotives, 14.06 per cent; freight-train cars, 9.39 per cent; passenger-train cars, 11.23 per cent; work equipment, 12.28 per cent. Other rates on equipment owned are: Diesel-electric passenger locomotives, 6.58 per cent; Diesel-electric switching locomotives, 4.78 per cent; freight-train cars, 3.7 per cent; streamlined passenger trains, 6.53 per cent; work equipment, 6.41 per cent; miscellaneous equipment, 24.36 per cent. Rates on leased equipment are: Steam locomotives, 7.48 per cent; freight-train cars, 4.56 per cent; work equipment, 8.53 per cent.

* * *

P. R. R. Officer Honored

M. W. Clement, Pennsylvania president conferring 50-year gold service button on W. C. Higginbottom, assistant vice-president, Eastern region, just prior to the latter's retirement (see announcement *Railway Age*, July 14, page 82). Mr. Higginbottom had begun work on the P. R. R. as a telegraph operator in 1895

N. & W. Coal Burning Steam Locomotive in Color Film

The story of the modern coal burning locomotives as built in the Norfolk & Western shops at Roanoke, Va., and as operated over the railway, is told in a new 16-mm. motion picture in color, produced by the N. & W.

The film, entitled "The Modern Coal Burning Steam Locomotives," runs 25 minutes, and opens with a map of the system. Various steps are shown in the construction of the locomotives—from scrap steel being melted in the Roanoke foundry on through to the finished engines. The locomotives filmed are the Class J streamline passenger engine, the Class A combination freight and passenger engine and the Class Y6 heavy-duty freight.

Narrator of the film is Del Sharbutt, radio announcer, who stresses the availability, economical operation and versatility of the locomotives, as well as their initial low cost. The new locomotives are shown pulling passenger and troop trains, fast merchandise freights and coal trains from Roanoke through southwest Virginia, West Virginia and Ohio to Cincinnati. Returned from this 848-mile round trip, the locomotives are sent to the railway engine servicing terminal where steps in inspection, lubrication and washing are filmed. It is pointed out that in 66 minutes, following these steps and the taking on of coal, water and sand, the locomotive again is ready to roll.

Produced under the supervision of the motive power department, the film was "shot" by Bryan Beard and Frank Rader, members of the railway's photographic staff.

Service Order No. 80 Invoked at Kansas City and St. Louis

The provisions of I. C. C. Service Order No. 80 were invoked, effective July 26, at the Kansas City and St, Louis markets to halt all wheat shipments whether for storage or for final delivery or intended for sale unless covered by a permit. Prior to July 26, the St. Louis market had been open for unrestricted movement of all grains and the Kansas City market had been uncontrolled except for wheat shipments reconsigned to Kansas City, for which permits had been required commencing July 22.

By July 31 conditions at Kansas City were so improved that the order at that point was revoked, again permitting unrestricted flow of wheat to that market. Provisions of the order were still effective at St. Louis on August 1.

Invocation of the provisions of the order were made necessary by increased receipts of wheat in the Kansas City area during the past ten days. In that period daily receipts have consistently run over 4,000 cars, reaching peaks of 4,600 and 4,800 cars as against a normal maximum daily average of 3,500 cars that can be handled without undue delay to cars or interference with other railway operations in the terminal. According to an Office of Defense Transportation spokesman, the establishment of

the permit system at the Kansas City market made it necessary to take similar action at St. Louis to prevent the flooding of that terminal with wheat denied access to Kansas City. Continuing, he added that it would also be necessary to keep close watch on conditions at other points, but that it was hoped that further extension of service order No. 80 would prove unnecessary. On August 1, it was learned that the provisions of I. C. C. Service Order 80 were invoked on July 31 at Ogden, Utah, and Salt Lake City with respect to shipments of wheat and at El Campo, Tex., Eagle Lake, Houston, Galveston and Bay City to cover the movement of rice.

Reports Wheeler Substitute for Land-Grant Repealer

The Senate committee on interstate commerce on July 28 reported favorably to the Senate the proposal sponsored by Chairman Wheeler of that committee to make repeal of remaining provisions of the land-grant-rate law effective 90 days after the termination of the war. The proposal is embodied in an amended version of H. R. 694, the House-approved repealer, sponsored by Representative Boren, Democrat of Oklahoma.

As passed by the House, the bill would have made repeal effective 90 days after its enactment date. The effective-date provision in the Senate committee's version reads as follows: "The amendment made by this act shall take effect 90 days after the date of the cessation of hostilities in the war with Japan, as proclaimed by the President or declared by concurrent resolution of the two houses of Congress, whichever is earlier: Provided, however, that any travel or transportation contracted for prior to such effective date shall be paid for at the rate, fare, or charge in effect at the time of entering such contract."

Other provisions are the same as those of the House-approved measure, including the section which stipulates that the I. C. C. "shall give due consideration to the increased revenues which the carriers will receive as a result of enactment of this act, so that such increased revenues will be reflected in appropriate readjustments in rates, fares, and charges to shippers." This latter provision was not contained in the amended version as originally proposed by Senator Wheeler.

I. C. C. Still Cautious on Alternative Minima

(*Continued from page 222*)

eral agreement with the majority report, but he did not subscribe to the "undiscriminating condemnation of alternative rates and minima." He agreed that this method of rate making had been disapproved by the commission in several cases, but he asserted that these past decisions reveal "some confusion of thought." He noted, for example, that in some cases alternative rates and minima have been condemned on the ground that they unduly prejudice the small shipper, while in other cases "it has been thought that such a rate basis is favorable to the small shipper."

It seemed "clear" to Mr. Alldredge that the foregoing and other contrary expressions from the commission's prior reports "are traceable to immature experience with the subject." He can visualize circumstances under which alternative rates and minima would be improper, but he added that their condemnation "for the most part" has been in decisions rendered "years ago when that method of rate making first came into use." The majority's statement that the commission has "with few exceptions, looked with disfavor" upon alternative minima is called "inaccurate" by Mr. Alldredge. He asserted with citations that "we have, in fact, prescribed or approved that basis of rates in a large number of cases"; and that "the practice has spread to the motor carrier field and has likewise received our approval in various proceedings."

"The circumstances here disclosed," he said of the present case, "are such as to justify the belief that alternative rates and minima would be in the best interests of all parties concerned—railroads, manufacturers, jobbers and consumers. The report shows that motor carrier competition is an important element that must be taken into consideration by the railroads. A low minimum places them in a position to compete with the motor carriers and at the same time a higher alternative minimum protects the railroads' revenues, and promotes efficiency and economy in transportation. . . . Everything considered, it appears that the prescription of a rigid minimum may prove to be not well adapted to the varying needs and circumstances disclosed by the evidence."

Commissioner Miller joined in the Alldredge expression, while Commissioners Atchison and Lee did not participate in the case.

Survey of Planned Capital Outlays by Railroads

Railroads plan to make capital expenditures totaling $785,000,000 for new equipment and structures during the next 12 months ending June 30, 1946, according to results of a survey published in the July issue of the Department of Commerce's "Survey of Current Business." The railroad study accompanied another of the manufacturing industry which reported planned expenditures of more than $9,000,000,000 for new plant and equipment and expansion of working capital.

The report on the railroad study calculates that the planned expenditure of $785,000,000 would be 35 per cent above the railroads' 1944 capital outlays, three times the rate of 1939, and double the 1937-40 average. It is stated that 60 per cent of the total will be spent for new equipment, "which, if achieved, would constitute the largest total for this segment since sometime before 1929." On the other hand, "the expected outlays for railroad and structures are well below the 1929 amount."

Over 40 per cent of the planned outlays for equipment are allocated for the purchase of new freight cars. Another 35 percent is for locomotives, "predominately of the Diesel type." Outlays for new passenger cars constitute about 16 per cent of the total equipment outlays.

"Reflecting the impetus provided by the shifting of the war to the Pacific front," as the survey put it, "the Western district roads expect the largest increase in revenues and plan to make the largest expenditures—about $370,000,000, over half for equipment. Roads in the Eastern district reported plans for expenditures of $260,000,000, over two-thirds of which will be for equipment. Roadways and structures "are expected to absorb the larger part of the $155,000,000 of planned outlays in the Southern districts."

With respect to financing arrangements, the survey found that the railroads plan to finance $500,000,000 with cash, while long-term debt will finance about 25 per cent of the total outlays. The breakdown by regions shows that the Western roads plan to finance over 70 per cent of their expenditures with cash; the Southern roads, 60 per cent; and the Eastern roads, "just over 50 per cent."

Women Railway Employees

Class I railroads had 115,876 women employees as of the middle of April, an increase of 1,677 from the mid-January figure, but a greater relative increase in the total labor force left the proportion of women smaller at mid-April than three months earlier, the respective percentage figures being 8.16 and 8.2. These data were disclosed in the latest report on the subject by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

Some increase in the employment of women had occurred at mid-April, as compared with the same time in 1944, when the total was 112,063, making up 7.94 per cent of the total labor force. The total of all employees as of mid-April was 1,420,511, compared with 1,393,517 as of mid-January, and 1,412,184 as of mid-April, 1944.

Relatively minor changes in the number of women in most categories of employment were indicated by the latest report, as compared with that for mid-January, outlined in *Railway Age* of April 14, page 673. A further increase of 1,361 in the professional, clerical and general group accounted for the bulk of the over-all increase during the quarter, and the total in that group as of mid-April was 80,026, women making up 34.68 per cent of all employees in the group.

Other groups in which considerable numbers of women are employed are maintenance of equipment and stores, with 20,344, a decrease from mid-January's 20,716, and transportation other than train, engine and yard, with 13,388. The only other category in which as many as 1,000 women are employed is maintenance of way and structures, where the total for mid-April, 1,765, or 0.72 per cent of all employees in that group, showed a sharp decrease from mid-April, 1944, when the total of 2,741 represented 1.15 per cent of all employees in the group.

C. of C. Opposed to Government Competition—It So Voted

Member organizations of the Chamber of Commerce of the United States have recorded their opposition to government competition with business by an overwhelming vote of 2,727 to 20. This was announced by the chamber last week when it gave the results of a mail ballot on

various policy matters usually considered at the annual meeting which was canceled this year because of the transportation situation.

"The government," the adopted policy statement says, "should refrain from entering any field of business which can successfully be conducted by private enterprise. Tax-free, rent-free, cost-free, artificially low-cost financing, and other government competition with the lawful enterprise of private citizens is destructive and should be ended. Whatever form unfair competition by government assumes, its effects are detrimental to the general welfare."

Meanwhile the pronouncement on civil aviation, adopted by a 2,635-to-34 vote asserts, among other things, that: "The airways system should be promptly modernized in accordance with new technical developments resulting from the war. Development of airports and other landing facilities to meet post-war needs should be worked out through a federal-aid system on a basis commensurate with reasonable needs, the initiation and planning of projects to be the primary responsibility of the states in cooperation with federal and local authorities."

A pronouncement on urban transportation calls for "a street system including arterial highways providing free access to central business districts and bypass routes around them, adequate to handle the community's local traffic as well as that to or from exterior points." Other declarations call for the elimination of "trade barriers" erected by the states, and oppose construction of the proposed St. Lawrence seaway and power project.

A. A. R. Board Meeting

Colonel J. Monroe Johnson, director of the Office of Defense Transportation, attended the July 27 Washington meeting of the Association of American Railroads' board of directors and talked about "manpower," which is "the only question." That is the way the colonel briefed his talk for newspapermen as he left the meeting.

He added that if relief in the way of additional man-power were forthcoming he was "hopeful that we'll get these troops redeployed." And he thinks the solution of the man-power problem is "in view," for he expects to get some help from the Army and Navy. Also, he mentioned the joint recruiting campaign now being conducted by interested government agencies with a goal of providing the railroads with 100,000 more employees, special emphasis being laid on the needs of western roads for 65,000 men.

Colonel Johnson expressed the view that no substantial relief could be provided by transfer of railroad men from one section of the country to another. He pointed out that such shifts would have to be voluntary on the part of the men, most of whom would quite naturally be reluctant to make a move.

An A. A. R. spokesman stated that other business of the directors' meeting included a report on the legislative situation by J. Carter Fort, A. A. R. vice-president and general counsel, and a discussion of the grain movement by C. H. Buford, vice-president, Operations and Maintenance Department. Mr. Buford was said to have reported that grain loadings for the week ended July 21, more than 68,000 cars, comprised an all-time high; and that the movement on the whole was being handled better than last year, the grain flowing into terminal markets as rapidly as the elevators could absorb it.

In response to an inquiry it was stated by the A. A. R. spokesman that the demand of the operating unions, for a 25 per cent wage increase "was not mentioned" at the meeting.

Suggests Many Topics for Transport Study

(*Continued from page 223*)

VI. Federal Aid to Transportation

(*a*) Give your views in general as to government aid to transportation.

(*b*) Do you regard any present federal aid to transportation as working an unjust advantage or disadvantage to any types of carriers?

(*c*) If so, to what agencies; and what constructive remedy do you suggest?

(*d*) To what extent, if any, should federal aid to various types of common carriers be provided?

VII. Interstate Barriers to Commerce

(*a*) To what extent has the federal government the legal authority and the public duty to remove state barriers to the free flow of commerce, apart from considerations of safety?

(*b*) Cite instances of unjust barriers which now handicap any class of interstate carriers.

(*c*) What remedy do you suggest? What should be done to secure State cooperation to remove unjust barriers and oppressive regulations of interstate transportation as to—

(1) Highways?
(2) Railroads?
(3) Waterways?
(4) Air transport?

VIII. The Submarginal Carrier

(*a*) What Government support, if any, should be given a public carrier with a marginal or submarginal income?

(*b*) To what extent, in your opinion, will the marginal or submarginal carrier in the postwar period be benefited by—

(1) Increased volume of traffic?
(2) Increased population?
(3) Reduction of fixed charges?
(4) More favorable financing?
(5) Reduced operating costs?
(6) Modernization of facilities, equipment, and practices?

(*c*) What should be the attitude of the public toward abandonment of a marginal or submarginal carrier for which there is adequate substitute service, or for which adequate substitute service can be provided?

IX. Miscellaneous Problems

(*a*) Steps that may be taken apart from congressional action, by carriers themselves, by shippers, by travelers, by communities, toward meeting our postwar transportation problems.

(*b*) To what extent have common carriers developed modernization programs for the postwar period, including—

(1) Technological advancements?
(2) Engineering?
(3) Economies?
(4) Practices?
(5) Tracks?
(6) Equipment?
(7) Terminals?
(8) Facilities?
(9) Operations?
(10) Services?

(*c*) Relations between management and men; between the carriers and the public.

(*d*) What effort have common carriers made to reduce wasteful competition?

(*e*) Plans for greater coordination of terminal facilities between the carriers of the same and other types.

R. R. C. Distribution

E. G. Buckland, president of the Railroad Credit Corporation, has announced that the Corporation will make a liquidating distribution on August 31, of 2½ per cent of its fund, amounting to $1,810,671.02. Of this amount, $1,684,348.98 will be paid in cash and $126,322.04 will be credited on carriers indebtedness to the Corporation.

This will bring the total amount distributed to $69,720,252.07, or 95 per cent of the original fund contributed by carriers participating in the Marshalling and Distribution Plan, 1931. Of this total, $40,964,623.86 will have been returned in cash and $28,755,628.21 in credits.

Failure to Obey Signals Led to Collision on S. P. & S.

A side collision between a Great Northern freight and a Spokane, Portland & Seattle passenger train at Willbridge, Ore., 4.5 miles east (by timetable direction) of the Portland Union station, at 8:14 a. m. on June 10, resulted when the G. N. engineer underestimated the speed of his train and therefore failed to operate it as required by interlocking signal indications, according to the report of the investigation by the Interstate Commerce Commission, supervised by Commissioner Patterson.

The accident occurred at the junction at Willbridge of the double-track main line of the S. P. & S. and its single-track Seaside branch. The track layout required the passenger train, No. 21, which had just left the Portland station, to pass from the eastward main track through a crossover at Willbridge to the westward main track, on which it then moved eastward about 38 ft. to a facing point switch leading to the left to the branch line. No. 21 was entering the branch when the westbound freight, Extra 3251, on the westward main track, struck the second car at the fouling point of the branch line turnout and the westward track. There were no fatalities, but 28 passengers, 1 mail clerk and 5 employees were injured.

The collision occurred within interlocking limits, where operations were controlled by the operator at Willbridge. Switches and signals had been set for the movement which No. 21 was making. A semiautomatic signal, governing westward movements on the main line, was displaying an approach aspect, authorizing the freight to proceed prepared to stop at the home signal. This approach signal is 4,809 ft. east of the point of the accident, while the home signal, which displayed a stop aspect, is 277 ft. east of the same point. The rules required the freight to limit its speed to 30 m. p. h. after passing the approach signal, and to be able to stop short of the home signal. Because of track curvature and trees, the view of the home signal from a westbound train was limited to 1,301 ft. from the left side of the engine and 428 ft. from the right side.

When the fireman on Extra 3251 observed the stop indication of the home signal, he warned the engineer, who made a 20-lb. brake pipe reduction. This was at a point about 850 ft. east of the signal. Soon afterward the engineer made an emergency application, but the 10-car freight was moving about 5 m. p. h. when it struck No. 21.

All of the cars in No. 21 were of steel-underframe construction. The right side of the second car was crushed inward throughout a distance of 24 ft. at the rear, while a third car (a coach) was overturned and badly damaged. The fourth

car was derailed, the front vestibule was demolished and the underframe was broken, but it remained upright and in line with the track. The fifth car was slightly damaged. The freight engine was derailed and stopped between the main tracks, leaning at a 45-deg. angle, its front end being badly damaged.

Milton, Pa., Collision Resulted from Broken Journal

The collision near Milton, Pa., at 1:05 a.m. on June 15, between a Pennsylvania passenger train and derailed cars of a freight on an adjacent track, resulted indirectly from the failure of the left front journal of the rear truck of the 35th car of the freight, according to the report of the investigation conducted by the Interstate Commerce Commission under the supervision of Commissioner Patterson. The accident caused the death of 16 passengers and 3 employees and the injury of 42 passengers, 2 railway mail clerks, and 4 employees.

The passenger train involved was No. 575, the "Dominion Express," westbound (by timetable direction) from Philadelphia and Washington to Buffalo. It included 3 head-end cars, a passenger-baggage car, 3 coaches and 6 sleeping cars, in the order named. The freight, Extra 4491 eastbound, was made up of a locomotive, 102 cars loaded with iron ore, and caboose. The line in the vicinity of Milton, which is about 27 miles east of Williamsport, is double-track, and operations with the current of traffic are by signal indication.

As the freight was moving at about 20 m.p.h., in territory where the maximum authorized speed was 45 m.p.h., the brakes became applied in emergency as a result of the derailment, at a point 1.39 miles east of Milton, of the rear truck of the 35th car, the next 14 cars, and the 61st to 64th cars, inclusive. The 38th and 40th cars fouled the adjacent westbound track. The engine and the first 35 cars remained coupled and stopped with the rear of the 35th car 844 ft. east of the point of derailment.

Before the freight engine had come to a stop it was passed by No. 575, which was moving at 60 m.p.h. on the westbound track, the maximum authorized speed being 65 m.p.h. There was, therefore, no time for the crew of the freight to give warning signals after the derailment took place. The engine of No. 575 collided with the derailed freight cars and was itself derailed to the north, stopping practically upright and parallel to the tracks, 195 ft. west of the point of the collision. The tender was torn loose and stopped at the rear of the engine and at right angles to it. The first car stopped across the top of the tender and the second car stopped across the cab of the engine, both cars being at right angles to the tracks. The third car stopped about 40 ft. west of the engine. The fourth (passenger-baggage) car stopped on top of the 40th and 41st cars of the freight, while the fifth car, a coach, stopped under the fourth car and parallel to the tracks. The sixth and seventh cars were derailed but remained upright and in line with the tracks. The fourth and fifth cars were demolished, the first three cars were badly damaged, and the sixth and seventh cars were slightly damaged.

The 35th car of the freight, which developed the defective journal, was equipped with 4-wheel trucks having 6 in. by 11 in. journals, pressed steel journal boxes, and 4 coil springs and a snubber spring on each side of each truck. The journal boxes were last packed on March 8, 1944, and last inspected and oiled at Renovo, Pa., 79.8 miles west of Milton, on June 14. The capacity of the car was 140,000 lb.; the load limit, 159,000 lb.; and the weight of the load, 158,700 lb. The journal involved was last fitted with new bearing and wedge on March 8, 1944, while the axle was first mounted in 1916. The wheels were worn in contour, but in serviceable condition.

The irregular break in the journal was 8 in. to 9 in. inward from the collar. The outer portion was worn on a taper from its original shape, but there was no evidence of cutting. The end remaining attached to the wheel assembly was ground to an oval-shaped stub. Analysis indicated that the outer surface of the journal had been heated to at least 1,400 deg. F.

Although the crew of the freight testified that they had observed no signs of journal trouble before the accident occurred, four crossing watchmen and the flagman of a train on the westbound track, all within an interval of about 6 miles west of the point of derailment, saw the blazing journal, and four of these individuals said they tried to warn the crew of the freight with whistle or lantern signals, but no warnings were observed by the crew.

Budd Forecasts Huge Increase in Car Output

Production of railroad passenger cars in the first five post-war years will have to be stepped up to at least 12 times the rate in the pre-war decade in order to re-equip American railroads with adequate modern equipment, according to a statement by Edward G. Budd, president of the Edward G. Budd Manufacturing Company, on July 31. Mr. Budd said his forecast was based upon a broad-scale transportation survey just completed for the Budd Company by Coverdale & Colpitts, management engineers of New York. The Budd management is taking the survey into consideration in connection with its plans for post-war railway car manufacturing.

"The survey disclosed the principal reason for the large pent-up demand for new passenger cars by the nation's railroads was the result of the relatively small number of cars built during the ten years preceding the war, plus the rapid rate at which equipment available—much of it 25 or more years old—has become obsolete during the war," Mr. Budd said. "According to the survey, during the ten years from 1931 to 1940 inclusive, only 2,159 passenger cars were purchased by American railroads. This was an average of 216 cars a year, despite the fact that the normal replacement demand is 1,381 cars per year. Practically all of these cars were of the new lightweight streamlined type. As a result of this failure to replace equipment during the '30s, the survey shows that at least 2,637 cars will be required each year for the first five years after the war."

Mr. Budd said also that one-half of the 45,467 passenger cars now in use are at least 25 years old, according to the survey. "These cars were built to run from 25 to 30 miles an hour, while today they are being operated at speeds two and three times the original specifications. The average of their days-per-year-in-operation is extremely high because of the shortage of equipment. This means that adequate service and maintenance is difficult, and as a result they are wearing out at an abnormally high rate."

Adjustment Board Difficulties Subject of Conferences

Representatives of railroad management and labor held a series of meetings in Washington, D. C., last week to discuss ways and means of extricating the National Railroad Adjustment Board from the situation in which it finds itself as a result of the recent United States Supreme Court decision holding that an Adjustment Board award in a case having to do with employee grievances does not deprive affected employees of the right to ordinary court processes to obtain judgment if it can be shown that such employees had not individually and specifically authorized the union designated as the exclusive bargaining agent to act in their behalf. The court's decision in *Elgin, Joliet & Eastern vs. Burley* was reported in the *Railway Age* of June 16, page 1072.

Shortly after it was handed down, the management representatives on the Adjustment Board served notice on their labor colleagues that they would refuse to participate in the consideration of grievance cases unless union representatives coming before the board presented signed authorizations from all interested employees. Out of this situation came the management-labor conferences, last week's Washington sessions being a continuation of earlier meetings at New York.

The Washington meetings are understood to have been exploratory, involving further discussion of suggestions made at New York. It is reported that such suggestions reflected management's disposition to support Railway Labor Act amendments designed to overcome the difficulties created by the E. J. & E. decision, provided the labor organizations go along on other amendments desired by management. Presumably the latter would include provisions for judicial review of Adjustment Board decisions and for a time limit on the filing of claims. The New York meetings were attended by J. J. Pelley, president of the Association of American Railroads, and M. W. Clement, president of the Pennsylvania. Mr. Pelley is understood to have made a brief report on the matter at last week's meeting of the A. A. R. board of directors.

Management representatives at the Washington sessions included L. W. Horning, vice-president-personnel, New York Central; L. L. Morton, assistant vice-president, Louisville & Nashville; D. P. Loomis, executive director, Association of Western Railways; H. A. Enochs, chairman of the executive committee, Bureau of Information of the Eastern Railways; H. E. Jones, executive secretary of that bureau; and A. J. Bier, manager, Bureau of Information

of the Southeastern Railways. Union representatives included George M. Harrison, president of the Brotherhood of Railway Clerks; Harry W. Frazer, president of the Order of Railway Conductors; and B. M. Jewell, president of the Railway Employees Department, American Federation of Labor. The Brotherhood of Railroad Trainmen is understood to have been represented by counsel. The Washington sessions were concluded on July 27, and another meeting is scheduled for August 28 at Chicago.

Wyer Says Proposed Wage Rise Would Up Commuter Fares 40%

"The proposals of the Brotherhood of Railway Trainmen and of the Brotherhood of Locomotive Engineers for changes in railroad working agreements actually make their newest wage demands add up to a 70 per cent wage increase, and would require an increase of at least 40 per cent in commuter fares in order to meet the impact on that class of service alone," William Wyer, chief executive of the Central Railroad of New Jersey, recently declared. Demands of the two operating brotherhoods for a 25 per cent pay increase and changes in working agreements, and a similar increase to employees of the other three operating organizations and to non-operating employees, "since increases cannot be confined to just a segment of employees," would, he said, mean an estimated annual increase of $8,750,000 in the peace-time wage bill of the Jersey Central. In war-time 1944, Mr. Wyer said, his railroad "had net income of only $217,932."

The Jersey Central chief executive explained "a 25 per cent increase to all operating employees would cost the Jersey Central approximately $1,600,000 and the changes proposed in 45 working rules would mean another $3,000,000, as closely as they can be estimated, so that the demands actually amount to a 70 per cent wage increase."

The brotherhoods' demands for changes in working agreements "plus a 25 per cent wage increase for all employees in suburban service, are estimated to increase the cost of that service by $1,800,000 a year," Mr. Wyer stated. "Since passenger service on the Jersey Central lost nearly $6,000,000 in 1944, and since the Jersey Central had net income from all sources of only $217,932 last year, obviously these increases could be provided only through an increase in suburban fares. This increase would have to be at least 40 per cent over present levels and even this increase would leave the annual passenger deficit of $6,000,000 undisturbed."

Mace Calls Arnall for Inaccurate Figures

George E. Mace, manager of the transportation bureau of New York's Commerce & Industry Association, has written to Georgia's Governor Arnall to question some of the figures used by the latter in a July 28 "Collier's" article on freight rates.

The Governor said that "in general, the Northern and Eastern manufacturer pays a freight rate 39 per cent less than the Southern manufacturer."

"That statement," Mr. Mace wrote the Governor, "has been thoroughly disproven before the Interstate Commerce Commission in I. C. C. Docket 28300, in which case you were a witness.

"Again you are quoted as having said 'Georgia (and thereby the South) is asking the Supreme Court whether or not an injury is being done her citizens when an Atlanta shoe manufacturer must pay the same freight rate to ship his product to Chicago—a distance of 728 miles—as it charges a Boston manufacturer who is 977 miles from Chicago?'

"The answer to the question is made extremely simple because the question is predicated upon statements which are contrary to fact. The L. & N. Railroad informs me that the rate on shoes, less than carloads, from Atlanta to Chicago is $1.47 per 100 lb., and the Boston & Maine Railroad informs me that the rate on shoes, less than carloads, from Boston to Chicago is $1.69 per 100 lb. Thus the fact is that the Atlanta shoe manufacturer has a freight rate advantage over the Boston shoe manufacturer in competing in the Chicago market.

"In spite of this freight advantage presently enjoyed by the Atlanta shoe manufacturer, the Interstate Commerce Commission, in its decision to which you make reference, has decreed that on and after August 30 the rate on shoes, less than carloads, from Boston to Chicago shall become $1.86 per 100 lb. while the rate on shoes, less than carloads, from Atlanta to Chicago shall remain $1.47 per 100 lb.

"Continuing, you are quoted as having asked the following question: 'Why should it cost fifty per cent more to ship, say, a storage battery from Jacksonville to Washington than from Chicago to Washington, six miles farther?'

"The answer to that question is equally simple. It doesn't."

"The article further quotes you as having said 'the South has no exaggerated illusion about her future. She does not ask for industrial development, for example, at the expense of any other section of the country.'

"That being so, the North cordially invites you to cooperate with it in an attempt to prevent having these and other obvious discriminations against the North exaggerated."

St. Lawrence Seaway Bill

Senator Langer, Republican of North Dakota, has introduced S.1331 to provide for approval of the United States-Canadian agreement of March 19, 1941, for construction of the St. Lawrence seaway and power projects. The bill was not referred to any committee, Mr. Langer having obtained unanimous consent to have it "lie on the table."

It was introduced on July 28, two days after one of the seaway's principal proponents, Senator Aiken, Republican of Vermont, had advised his colleagues that he had considered offering a similar measure, but had decided to wait until the Senate returns from its summer recess. Mr. Aiken's decision was based on discussions he had with other senators who are "earnestly supporting" the project. "It is the consensus of opinion," he said, "that there is nothing to gain and possibly much to lose through introducing such a bill in the closing hours of the long arduous days before we start the summer vacation."

Meanwhile the Vermonter warned seaway proponents that although their strength "seems to be steadily growing," they will nevertheless face "a bitter fight, with powerful opposition." He hoped that when Congress reconvenes in October the State Department will sponsor St. Lawrence legislation "as earnestly and as successfully as they have done in connection with the other international treaties and agreements."

Previously, Senator Aiken had asserted that the "folly" of the country's failure to build the seaway was becoming "more apparent." If it were now in operation, he said, merchant ships and transports returning troops and material from Europe could proceed directly to such places as Buffalo, N. Y., Cleveland, Ohio, Detroit, Mich., Chicago, Milwaukee, Wis., and Duluth, Minn., thus making it unnecessary "to unload their cargoes at eastern seaports to be transported overland by railroad systems which do not have the facilities to meet the demands." Also, the senator thinks the St. Lawrence would have solved this year's shortage of transportation for the grain crop. He has been told that "all through the spring and summer ships have waited on the Atlantic seaboard for grain from the Midwest which the railroads were unable to deliver to them, while people of European countries were on the verge of starvation."

Meanwhile, Mr. Aiken does not go along with those who concede that a mistake was made in not developing the St. Lawrence during the war, but who hold that it won't be needed in the post-war period. He visualizes a post-war need not only for the seaway but also for "more airplanes," "better highways," and "more rail facilities." If we are to maintain an economy necessary to support and finance the country after the war, he said, "we must have a great expansion of our prewar peacetime production, and particularly an expansion of our transportation facilities."

Senate Hearings on Unions' Social Security Bill

Condensed versions of the lengthy presentations made previously before the House committee on interstate and foreign commerce were heard at last week's Senate interstate commerce committee hearings on S.293, the Senate counterpart of the House's Crosser bill embodying the Railway Labor Executives Association program for liberalizing the Railroad Retirement and Railroad Unemployment Insurance acts. S.293 is sponsored by the committee's chairman, Senator Wheeler of Montana, and Senator Wagner of New York, Democrats; while Senator Johnson, Democrat of Colorado, was chairman of the subcommittee which held last week's hearings.

Unlike the House hearings which were held intermittently from January 31 until April 26, as reported in various *Railway Age* issues of that period, the Senate sessions opened on July 23 and closed on July 26—five hours each having been allotted to proponents and opponents. The principal witness for R. L. E. A. was its counsel, L. P. Schoene, who had appeared also at

the House hearing where Murray W. Latimer, chairman of the Railroad Retirement Board, was the principal witness for proponents. Mr. Latimer made no presentation at the Senate hearings, where he appeared only to answer specific questions of subcommittee members.

A new R. L. E. A. witness was E. E. Milliman, president of the Brotherhood of Maintenance of Way Employees. Meanwhile, Martin H. Miller, national legislative representative of the Brotherhood of Railroad Trainmen, and John T. Corbett, assistant grand chief engineer and national legislative representative of the Brotherhood of Locomotive Engineers, were on hand again to record the refusal of those organizations to go along on the R. L. E. A. program.

Railroad presentations in opposition to the bill were made by A. A. R. officers including J. J. Pelley, president; J. Carter Fort, vice-president and general counsel; J. M. Souby, general solicitor; Dr. Julius H. Parmelee, director of the Bureau of Railway Economics; also by R. W. Brown, president of the Reading, and J. M. Hood, president of the American Short Line Railroad Association. All of these except Mr. Hood had appeared previously at the House hearings, where the Short Line Association was represented by C. A. Miller, vice-president and general counsel.

Among other opposition presentations were those made by representatives of the bus, truck, forwarder, public warehousing, ice and other industries who objected to provisions of the bill which might bring them in whole or in part under the retirement and unemployment acts. Also, the National Industrial Traffic League objected to giving railroad employees a preferential social security system, which might result in increased freight charges to shippers.

Proposes Senate Transport Probe

(*Continued from page 222*)

"This nation, and the world," the report went on, "is entering into a new era of transport, as indeed it is entering into a new era in many fields of industry. The railroads, basic method of interstate transport, have been enjoying the most prosperous years in their entire existence. But they face tremendous problems, fiscal and economic, as we turn back to peacetime economy. New forms of transport, particularly by air, must be considered, both in interstate and foreign commerce. We have no national transportation policy; there exists a lack of coordination and interrelation between forms of transport which may prove inimical to the using public, the employees, and the carriers themselves. There is urgent and compelling need for and thorough study of this entire problem."

Eastern Roads Join in Tariff Covering Spotting Services

Eastern railroads generally, except the Pocahontas lines, are parties to a joint agency tariff with a November 1 effective date, which was filed recently with the Interstate Commerce Commission to publish rules governing receipt and delivery of carload freight at private sidings and industrial tracks. The tariff's three rules indicate that the railroads are undertaking to preserve present spotting-service practices insofar as that is possible under the commission's decisions in the terminal services part of the Ex Parte 104 investigation of railroad practices.

The tariff provides that, with no charge in addition to line-haul rates, cars will be delivered at or removed from privately owned tracks or industrial tracks near and connecting with carrier tracks, provided there are no conditions which make it unsafe for carrier locomotives to operate over such tracks, or that prevent the carrier from receiving or delivering cars at its ordinary operating convenience. This receipt and delivery of cars at no extra charge will be at loading and unloading points designated by the industry "when that service can be ordinarily performed in continuous movement and at the carrier's ordinary operating convenience . . . provided the locomotives in general use for switching in the vicinity of the plant site can safely operate over the tracks within the plant site."

When receipt and delivery of cars cannot be accomplished in the foregoing manner, the tariff provides that the locomotive will stand by where the obstructing conditions are "of a temporary nature"; and it assesses a charge of $1 for each five minutes or fraction thereof in excess of 30 minutes delay to a locomotive. Moreover, like charges apply "when delays encountered during a locomotive trick or shift aggregate more than 30 minutes."

Finally, it is provided that if the obstructing conditions are not removed "after a reasonable period of delay" the carrier may, at its option, place the car or cars on a hold or other available track within, or without, the plant, meanwhile charging for the delay on the foregoing basis. Subsequent movements from the hold tracks to actual points of delivery will be subject to published intraplant rates or charges.

It is understood that the unusually long period between the tariff's publication date of July 15 and its effective date of November 1 was fixed to allow ample time for conferences between railroad and industry representatives as to its application at specific points. Western roads are reported to be planning the publication of similar tariffs which will also have a November 1 effective date. Before the Eastern roads' tariff was published the carriers held New York and Chicago hearings at which the views of interested shippers were sought. Also, there have been conferences with representatives of the National Industrial Traffic League.

Would Have Congress Declare for Air Transport Expansion

Senator Magnuson, Democrat of Washington, has introduced Senate Concurrent Resolution 25, providing that Congress "hereby expresses itself as approving expansion of the air-transportation system in the United States so that it will include not only the larger cities but also through feeder-line service, the greatest practicable number of smaller cities and towns." As noted in the *Railway Age* of June 30, page 1158, a like resolution (House Concurrent Resolution 64) was previously introduced in the House by Representative Randolph, Democrat of West Virginia.

Equipment and Supplies

LOCOMOTIVES

The UNITED STATES ARMY has placed orders for 303 locomotives with the following manufacturing companies: Baldwin Locomotive Works, 181; The American Locomotive Co., 76, and the Davenport Locomotive Works, division of the Davenport Besler Corp., 46.

FREIGHT CARS

The ST. LOUIS SOUTHWESTERN has ordered 250 50-ton steel box cars from the Mount Vernon Car Manufacturing Company.

THE ALTON has ordered forty 28-ft., 8-wheel cabooses from the American Car & Foundry Co.

THE LOUISVILLE & NASHVILLE has ordered four hundred 40½-ft. 50-ton box cars, one hundred fifty 40½-ft. 50-ton automobile cars, and fifty 50½-ft. 50-ton automobile cars from the American Car Foundry Co.

The CLINCHFIELD has ordered 300 50-ton steel box cars from the Mount Vernon Car Manufacturing Company. The cars are scheduled for delivery in the first quarter of 1946.

SIGNALING

The ST. LOUIS-SAN FRANCISCO has placed an order with the Union Switch & Signal Co. for materials with which to install automatic block signaling between Wetumka, Okla., and Denison, Tex. This order was incorrectly ascribed to the St. Louis Southwestern in the *Railway Age* of July 28.

The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has placed an order with the Union Switch & Signal Co. for the signal material required for a centralized traffic control installation between Aberdeen, S. D., and Mobridge, 98 miles of single track. A Style C control machine installed at Aberdeen will handle the entire territory, with the order including necessary code equipment, Style H-2 high and dwarf signals, Style SL-6 electric locks, relays, coded track circuit apparatus, rectifiers, transformers, housings, and U-5 switch circuit controllers. The field construction work will be handled by the railroad company's forces.

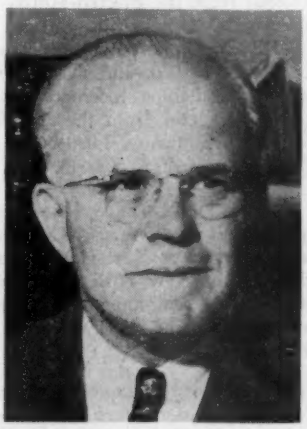
Construction

UNION PACIFIC.—Work has started on the erection of a new office building in the car repair yards of this road at Council Bluffs, Iowa. The structure will be a one-story brick building to house offices of the master mechanic, general car foreman and three car foremen. The contract was awarded to the C. C. Larson & Sons Construction Company, Council Bluffs, and the cost of the building will be $25,000.

Supply Trade

Robert H. Gardner has been appointed general manager of sales of the **A. M. Byers Company** to succeed the late Myron J. Czarniecki. Mr. Gardner has been manager of Byers' Washington office since 1933, except for a four-year period ending in 1940 during which he was manager of the company's steel pipe sales, with headquarters in Pittsburgh, Pa. Prior to joining Byers, he was assistant sales manager of the Caterpillar Tractor Company. **H. R. Rowland** has been appointed assistant general manager of sales. Mr. Rowland joined the company's sales department in 1915.

Robert H. Gardner



H. R. Rowland

He was appointed manager of the Pittsburgh division in 1925 and manager of hot rolled sales in 1944.

The **Federal Telephone & Radio Corp.**, Newark, N. J., has been awarded the Army-Navy "E" for its accomplishment in the production of war equipment.

Walter H. Robertson, vice-president in charge of sales and engineering developments for the Massey Concrete Products Company, has been appointed manager of piling sales and engineering for the **Union Metal Manufacturing Company,** with headquarters in Canton, Ohio. **Cove W. Sullivan,** formerly manager of piling sales and engineering, has been appointed New York district manager. **R. A. Weinland** has been appointed Lake States district manager and for the duration of the war also will continue as sub-contract supervisor. **Joseph A. Coblentz,** formerly with the McLean Contracting Company, Baltimore, Md., has been apponted sales manager with headquarters in the Baltimore office.

Harold K. Wilson has been appointed southwestern representative for the **Douglas Fir Plywood Association** with offices in Los Angeles, Calif., to succeed **Joseph Weston,** who has resigned to manage the **Warfield Company.**

W. H. Tudor, who has been with the sales organization of the **International Harvester Company,** both in the general office in Chicago and at the Eau Claire, Wis., Mason City, Ia., and Fort Dodge branches, has been assigned to the industrial power division as a field application engineer. In this new position, Mr. Tudor is working with railroads in further developing the use of crawler tractors, wheel tractors, and power units on railroad jobs, particularly the application of crawler tractor power to off-track work. Included in this assignment is the development of new off-track construction and maintenance of way equipment.

W. H. Tudor

E. J. Garrigan, formerly vice-president and factory sales manager, has been appointed vice-president in charge of sales of the **Okonite Company** and its Hazard Insulated Wire Works division and its affiliate, the Okonite-Callender Cable Co. Mr. Garrigan, who is a director of the company, will continue at the executive offices in Passaic, N. J. He joined the Okonite organization in 1924. **C. E. Brown, Jr.,** formerly vice-president in charge of the company's Washington, D. C., office, has been appointed vice-president and general sales manager to coordinate the activities of the executive offices in Passaic with the company's branch offices. Mr. Brown, who will have offices at Passaic as well as in the New York district sales office, has been connected with the Okonite sales organization since 1919, first as an agent with the Central Electric Company of Chicago, and later, in 1925, as manager of Okonite's power and light department in the Chicago territory. He will also take over the duties performed by the late W. K. Vanderpoel in acting as a contact executive between the officials of the power and light utilities and Okonite's utility specialists in branch offices.

Ray E. Valentine has been appointed St. Louis, Mo. office sales agent for the **National Malleable & Steel Castings Co.** Mr. Valentine has been with the War Production Board in Washington since 1943 as chief of the malleable iron section. He has been associated with National Malleable since 1912. After serving in the traffic department, he joined the sales division in Cleveland, Ohio, in 1914. He was assigned to the St. Louis sales office in 1927 and a year later transferred to the Chicago plant, where he remained for sixteen years. He was graduated from Baldwin-Wallace Law School in 1891 and subsequently was contracting freight agent of the Wheeling & Lake Erie from 1910 to 1912.

Ray E. Valentine

Albert D. Prendergast, representative of the **Texas Company** in St. Paul, Minn., has been promoted to assistant district manager with same headquarters.

Fred W. Eiselstein has been appointed general traffic manager of the **United States Steel Supply Co.,** a subsidiary of the United States Steel Corp.

David M. Waterhouse has been appointed eastern representative of the **Lehon Company,** Chicago. Mr. Waterhouse will maintain headquarters at 50 Church street, New York.

E. S. Goebel has been promoted to acting director of field sales in the communications and electronics division of the **Galvin Manufacturing Corporation,** in direct charge of all field salesmen. **Norman Wunderlich** has resigned as sales manager.

Electronic Laboratories, Inc., Indianapolis, Ind., has announced four new manufacturer's representatives. **Harry B. Segar** will represent the company in Buffalo, N. Y.; **Arthur Rocke** in New York; **S. K. McDonald** in Philadelphia, Pa.; and **J. Y. Schoonmaker** in Dallas, Texas.

William W. Garstang, vice-president and general manager, has been elected president of **Electronic Laboratories, Inc.,**

Indianapolis, Ind., to succeed **Norman R. Kevers** who becomes chairman of the board. **Walter E. Peek,** sales manager, **Paul H. Frye,** chief engineer, and **Harry C. May,** works production manager, have been appointed vice-presidents.

Frank B. Nugent, who has represented the Barco Manufacturing Company, Not Inc., in the northwest territory for the past 22 years, has organized his own company, the **Frank B. Nugent Company,** with offices in St. Paul, Minn. He will continue to represent Barco, as well as several other manufacturers of railway equipment.

Hugh H. Buchanan has been appointed director of foreign operations for the **Lima Locomotive Works, Inc., Shovel and Crane Division,** Lima, Ohio, and the **Michigan Power Shovel Company,** Benton Harbor, Mich. Until recently, Mr. Buchanan was vice-president and general sales manager of the La-Plante-Choate Manufacturing Company, Cedar Rapids, Iowa.

Harry A. Feldbush, formerly works manager of the Holyoke, Mass., plant of the **Worthington Pump & Machinery Corp.,** has been appointed vice-president in charge of engineering for the entire corporation with headquarters at the general offices in Harrison, N. J. **Ralph M. Watson,** formerly chief engineer of the centrifugal engineering division, has been appointed assistant to Mr. Feldbush.

C. E. Wood has been appointed vice-president of the **Kendall Corporation,** Milwaukee, Wis. Mr. Wood will be in charge of engineering development and sales. He has been with the Army Air forces, serving for two years in the engineering division of the air technical service command at Wright Field, Dayton, Ohio. He formerly was employed with the Chicago, Milwaukee, St. Paul & Pacific as engineer of train lighting in charge of the heating, lighting, ventilating and air conditioning of railway passenger cars.

J. C. Ogden, president of the **Robert W. Hunt Company,** at New York, has been elected chairman of the board of the company, with headquarters as before at New York. **Wm. L. Cooper,** vice-president of the company, at New York, has been elected president, with the same headquarters. **Harold H. Morgan,** chief engineer and manager of the rail and fastenings department, at Chicago, has been elected vice-president and chief engineer, with the same headquarters. **J. R. Mooney,** assistant manager, rail and fastenings department, Chicago, has been promoted to manager of this department, with the same headquarters.

Richard T. Nalle, for the past twenty years vice-president in charge of operations of Henry Disston & Sons, Inc., has been elected a director and to the newly-created position of executive vice-president of the **Midvale Company.** Mr. Nalle will continue as a director of the Disston Company. He is also a director and member of the executive committee of the Baldwin Locomotive Works, a vice-president of the Franklin Institute and an industry member of the Regional War Labor Board. He was graduated from Pennsylvania University in 1910 with a degree in electrical engineering and served as a major in the field artillery during the first world war.

C. J. Smith, formerly with the Packard Motor Car Company, has been appointed chief engineer of the **Monroe Auto Equipment Company** with headquarters at Monroe, Mich. Mr. Smith entered the employ of the Packard organization several years ago and at the beginning of World War II he was placed in charge of the experimental engineering program at the tank arsenal proving grounds. In his new position he will direct the company's widely expanded program which now covers practically every branch of the transportation field and includes products for railroad passenger and freight cars, automobiles, trucks, busses, tractors and various types of war equipment such as tanks, airplanes and heavy transportation equipment.

OBITUARY

L. E. Elliott, service engineer of the National Aluminate Corp., Chicago, with headquarters at Lexington, Ky., died at the home of a daughter in Excelsior, Minn., on July 20.

P. T. Ryan, retired assistant general manager of the Pullman Company, whose death on July 13 was reported in the *Railway Age* of July 28, had been associated with Pullman for more than 44 years when he retired in March, 1937. He began as a stenographer in the office of the division superintendent at St. Louis, Mo., in January, 1893, and subsequently served as stenographer-clerk in the San Antonio, Tex., office of the company. On May 1, 1897, he returned to St. Louis as clerk and later assistant to the division superintendent and on May 1, 1916, he was promoted to district superintendent, with headquarters at Cincinnati, Ohio, being transferred to Chicago in 1928. In November of that year Mr. Ryan was advanced to the position he held at the time of his retirement.

Financial

ALTON.—*Promissory Notes.*—This road has applied to the Interstate Commerce Commission for authority to issue $599,000 of 1.9 per cent promissory notes in connection with its purchase from the General American Transportation Corporation, under a conditional sale agreement, of 250 gondola cars at a cost of $2995 each.

ILLINOIS CENTRAL. — *Acquisition.* — This company's subsidiary, the Chicago, St. Louis & New Orleans, has been authorized by Division 4 of the Interstate Commerce Commission to acquire, for operation by the Illinois Central, a 5.43-mile segment of line in the vicinity of Gilbertsville, Ky., built by the Tennessee Valley Authority in lieu of a portion of the existing line which was below the water level of a T. V. A. reservoir. The new line crosses the Tennessee river on the dam forming the reservoir, and the agreement of the railroads with the T. V. A. provides for a perpetual easement thereon. The net cost to the carriers of the new line is about $361,205, as only a part of the construction expense was borne by the T. V. A.

MERIDIAN & BIGBEE RIVER.—*Trustee's Certificates.*—This road has asked the Interstate Commerce Commission to approve an arrangement with the Reconstruction Finance Corporation under which the maturity date of $900,000 of its trustee's certificates will be extended to 1950 and an issue of $288,654 of non-interest bearing trustee's certificates will be delivered to the corporation to cover defaulted interest through 1944, recalculated at 4 per cent, on these securities.

MISSOURI PACIFIC.—*$891,500 Expenditure Authorized.* — Federal Judge George H. Moore at St. Louis, Mo., has authorized expenditure of $344,500 by this road to install automobile loading devices in 200 new box cars, and to replace parts of obsolete loading equipment in 300 other cars. The court also authorized an expenditure of $547,000 for repairs to trackage damaged by flood waters between St. Louis and Texas points.

NEW YORK CENTRAL.—*Equipment Trust Certificates.*—This company has applied to the Interstate Commerce Commission for authority to assume liability for $8,800,000 of its second equipment trust of 1945 certificates in connection with the purchase of the following equipment: From the American Locomotive Company, 26 4-8-4 type steam locomotives, one with poppet valves to cost $290,000, the others to cost a total of $5,971,350; from the Electro-Motive Division of General Motors Corporation, two 6,000-hp. Diesel-electric passenger locomotives to cost $1,038,970, and five 1,000-hp. Diesel-electric switching locomotives at a cost of $394,705; and from the American Car & Foundry Company, 1,000 50-ft. box cars at a total cost of $3,608,640.

NEW YORK, NEW HAVEN & HARTFORD.—*Interest Payment Authorized.*—The United States district court at New Haven, Conn., has authorized the New York, New Haven & Hartford to pay semi-annual installments of interest aggregating $554,915 on bonds secured by liens.

NEW YORK, NEW HAVEN & HARTFORD.—*Connecticut Company Stock.*—Division 4 of the Interstate Commerce Commission has authorized the Connecticut Company, which this road controls through ownership of stock, to issue 11,250 shares of class B common stock of $100 par value in exchange for 10,000 shares of such stock with a stated value of $10 per share held by the New Haven, the purpose of the transaction being to increase the total capitalization, by utilization of surplus, in keeping with the property investment. Connecticut operates 54 miles of street railway at New Haven, Conn., and 950 miles of bus routes in that state.

PENNSYLVANIA.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for $10,290,000 of series Q 7⅞ per cent equipment trust cer-

tificates, sold to Halsey, Stuart & Company and others at 100.12766, making the average annual cost of the proceeds about 1.86 per cent. This issue is intended to provide a part of the funds necessary to meet the cost of an equipment-purchase program amounting to about $22,669,974, of which delivery in 1945 is expected on 45 steam locomotives and tenders and 2 600-hp. Diesel-electric switching locomotives, but provision has been made to substitute other units of equipment therefor if delivery schedules are later changed. The equipment program includes the following:

Units	Description	Total cost
20	4-4-4-4 steam passenger locomotives	$4,780,000
25	4-4-4-4 steam passenger locomotives*	6,350,000
45	18,000-gal. tenders	1,620,000
2	600-hp. Diesel-electric switching locomotives*	119,500
7	600-660-hp. Diesel-electric switching locomotives*	420,000
3	1,000-hp. Diesel-electric switching locomotives*	237,000
12	54-passenger cars*	946,524
10	52-passenger cars*	796,450
70	44-passenger cars	4,480,000
5	baggage-lounge cars	380,000
5	dining cars	395,000
5	kitchen-dormitory cars	430,000
5	observation-lounge-buffet cars	430,000
300	70-ton hopper cars	1,285,500

* (Indicates equipment which will not be built in company shops).

ST. LOUIS-SAN FRANCISCO.—*To Sell Gulf, Mobile & Ohio Holdings.*—The trustee has been authorized by the federal court to sell this company's holdings of 20,560 common and 833 preferred shares of Gulf, Mobile & Ohio.

Average Prices Stocks and Bonds

	July 31	Last week	Last year
Average price of 20 representative railway stocks	55.15	54.79	41.65
Average price of 20 representative railway bonds	98.11	97.97	89.29

Dividends Declared

Atlanta, Birmingham & Coast.—5% preferred, $2.50, payable January 2, 1946.

Canadian Pacific.—50¢, payable October 1 to holders of record August 31.

Cleveland & Pittsburgh. — 7% guaranteed, 87½¢; special guaranteed, 50¢, both quarterly, both payable September 1 to holders of record August 10.

Peoria & Bureau Valley. — $2.50, payable August 10 to holders of record July 27.

Reading.—4% non-cumulative 1st preferred, 50¢, quarterly, payable September 13 to holders of record August 23.

Southern.—75¢, quarterly, payable September 15 to holders of record August 15.

Abandonments

CHICAGO & NORTH WESTERN.—In a proposed report, Examiner Paul C. Albus has recommended that the Interstate Commerce Commission deny this company's application for authority to abandon a portion of a branch from a point near Lyons, Iowa, to Anamosa, 68.2 miles, segments of which were damaged by flood in 1944. Denial would be without prejudice to renewal of the application when "the applicant can show that the remaining common carrier transportation facilities, either rail or motor, in the tributary territory are adequate to handle the traffic moving on the line." In "normal times," the examiner held, it might be feasible to authorize the abandonment, but in his opinion its service is now essential to industries in the territory it traverses, while the company's "unprecedented net profits" will permit it to rehabilitate the branch, even though it has been operated at a deficit.

ILLINOIS CENTRAL.—Division 4 of the Interstate Commerce Commission has authorized this company and its subsidiary, the Chicago, St. Louis & New Orleans, to abandon operation of and to abandon, respectively, a 5.47-mile segment of line in the vicinity of Gilbertsville, Ky., upon beginning the use of an alternate line built by the Tennessee Valley Authority in connection with the construction of a dam.

UNION PACIFIC.—Contentions that the union intervenors should have been required to present evidence of their authority to represent individual employees have been withdrawn by the Oregon-Washington Railroad & Navigation in a substitute brief filed in the No. 13780 abandonment proceeding wherein the Interstate Commerce Commission has granted the unions' petition for a two-year extension of its reservation of jurisdiction to prescribe conditions for the protection of employees. As noted in the *Railway Age* of July 14, page 82, the railroad's original petition contended that the showing by the unions of authority to represent individual employees was necessary in view of the recent Supreme Court decision in the *Elgin, Joliet & Eastern* case (reported in the *Railway Age* of June 16, page 1072). The substitute carrier brief omits that contention, and an accompanying application for authority to make the substitution said the omission had the approval of counsel for the unions. The order which the commission had issued in the meantime to grant the unions' petition was reported in the *Railway Age* of July 28, page 193.

Railway Officers

EXECUTIVE

Paul Rigdon, acting vice-president in charge of operation of the Union Pacific, with headquarters at Omaha, Neb., has resigned.

K. C. Underwood, executive vice-president of Merchants Despatch Transportation Corp., and of the Northern Refrigerator Line, Inc., has been elected president of both companies, with headquarters as before at Chicago.

Eugene S. Williams, vice-president and general counsel of the Western Maryland, at Baltimore, Md., who was granted a leave of absence to enter military service in July, 1942, has returned to his former positions. The post of acting general counsel has been abolished.

William Dryden Waddell, whose appointment as assistant to vice-president and comptroller of the Canadian National at Montreal, Que., was announced in the *Railway Age* of July 28, was born at Waterford, Ireland, and attended Waterpark College. He migrated to Canada in 1907 and joined the Canadian Northern (now the Canadian National) the following year as a clerk in the accounting department at Toronto, Ont. In 1917 he was appointed chief clerk, and two years later he was named chief accountant. On the formation

William Dryden Waddell

of the Canadian National System in 1923 he transferred to Montreal as general accountant, and in 1932 he was advanced to chief accountant, the position he held at the time of his promotion to assistant to vice-president and comptroller.

M. D. Cloyd, vice-president of the Texas & Pacific at Dallas, Tex., has been promoted to executive vice-president, with the same headquarters. **J. J. Finegan,** secretary, has been advanced to assistant to the executive vice-president, with headquarters as before at Dallas. **F. M. Conder** has been appointed assistant to the vice-president, with headquarters at Dallas.

Arthur R. Seder, whose election to vice-president of the Chicago & North Western, with headquarters at Chicago, was reported in the *Railway Age* of July 21, was born at Minneapolis, Minn., on September 25, 1889, and is a graduate of the University of New Mexico. He entered railway service on

Arthur R. Seder

April 30, 1918, with the Chicago, St. Paul & Omaha, and on May 1, 1920, he was advanced to general accountant, with headquarters at St. Paul, Minn. He later served as auditor of disbursements and general auditor, and on May 16, 1936, he was pro-

moted to comptroller, a position he still retains. On November 1, 1938, Mr. Seder was appointed assistant comptroller of the North Western, with headquarters at Chicago, and on July 1, 1940, he was advanced to general auditor, the position he held at the time of his election to vice-president.

Neil D. Hyde, assistant to the chief engineer of the New York Central, Lines West of Buffalo, has been promoted to assistant to the vice-president, with headquarters as before at Chicago. Mr. Hyde was born at Afton, N. Y., on November 19, 1899, and was graduated from Union College. He entered railway service in September, 1912, as a rodman of the New York Central at Utica, N. Y., resigning two years later to become an engineer of the New York State engineering department. During World War I he served as a lieutenant in the Engineering Corps of the U. S. Army, returning to the New York State engineering department after the war ended. In May, 1922, Mr. Hyde returned to the New York Central as a junior engineer of the Hudson River Connecting, later serving as assistant engineer at various points of the road including Albany, N. Y., Buffalo, Syracuse and New York. In Novem-

Neil D. Hyde

ber, 1935, he was promoted to special engineer in the office of the vice-president at Chicago, and in November, 1943, he was advanced to assistant to the chief engineer, with the same headquarters, the position he held at the time of his new appointment.

J. Robert Anderson, office manager of the Illinois Central at Chicago, has been promoted to assistant to the vice-president, with the same headquarters. **Albert L. Church,** office manager, has been advanced to executive assistant, with headquarters as before at Chicago.

Mr. Anderson entered railway service in 1907 as a track apprentice of the I. C., at Princeton, Ky. From 1909 to 1912 he worked in the offices of the road supervisor, supervisor of bridges and buildings, division engineer, chief dispatcher, trainmaster and division superintendent, and in the latter year he went with the construction department at Centralia, Ill. In 1915 Mr. Anderson was transferred to the office of the chief engineer at Chicago, and five years later he was promoted to assistant chief clerk in the office of the vice-president and general manager, later being advanced to chief clerk and operating department statistician. On March 15, 1942, he was promoted to office manager, with the same headquarters, the position he held at the time of his new appointment.

Mr. Church entered railway service with the I. C., in 1912 as a clerk in the office of

J. Robert Anderson

the master mechanic at Freeport, Ill., and shortly after was appointed a stenographer in the office of the general superintendent at Chicago. From 1914 to 1925 Mr. Church served as secretary to various general officers at Chicago, including the general superintendent, the assistant to the president, and the president, in that order. In the latter year he was promoted to assistant chief clerk in the office of the president, becoming chief clerk in 1931. In 1940 Mr. Church was advanced to office manager, the position he held at the time of his new appointment.

G. H. Harris, assistant to the vice-president of the New York Central, Lines West of Buffalo, with headquarters at Chicago, has retired. Mr. Harris was born at Toledo, Ohio, on July 17, 1878, and received his engineering education at the University of Michigan. He entered railway service in 1901 on the construction of

G. H. Harris

the Detroit and Toledo Shore Line, and in 1902, he became an assistant in the engineering corps of the Pennsylvania at Chicago. A year later, Mr. Harris joined the engineering organization of the Michigan Central as an assistant engineer, and in 1905 he was promoted to division engineer, with headquarters at Niles, Mich., but was reappointed assistant engineer with headquarters at Detroit, a year later. From 1907 to 1910, he was assistant engineer in charge of the grade separation project of the Michigan Central and the Chicago, Rock Island & Pacific at Joliet, Ill., and on the latter date, he was promoted to division engineer at St. Thomas, Ont. In 1912, Mr. Harris was transferred to Detroit, and in 1913, he was appointed engineer of track, which position he held for three years before being advanced to engineer maintenance of way. During the period between 1917 and 1919, he was acting assistant chief engineer, and in the latter year was appointed special engineer. He served as engineer maintenance of way in 1920-1921 and was promoted to assistant chief engineer in the latter year. On November 1, 1931, Mr. Harris was promoted to chief engineer of the Michigan Central, with headquarters at Detroit, and on October 1, 1939, he was advanced to chief engineer of the New York Central, Lines West of Buffalo (including the Michigan Central), with headquarters at Chicago. One year later, his jurisdiction was extended to include the Big Four and the Peoria & Eastern (also controlled by the N.Y.C.) and in April, 1943, he was advanced to the position he held at the time of his retirement.

W. R. McClelland, commercial agent of the Virginian at Cincinnati, Ohio, has been promoted to general agent at Pittsburgh, Pa., succeeding **J. H. Christoph** who has been transferred to New York, succeeding F. W. D. Goddard, whose death on July 2 was reported in the *Railway Age* of July 14.

FINANCIAL, LEGAL AND ACCOUNTING

Herbert L. Hanson, chief claim agent of the New York Central System at New York, has been promoted to assistant general claims attorney.

Ernest Willoughby Hotchkiss, assistant treasurer of the Grand Trunk Western (a subsidiary of the Canadian National) at Detroit, Mich., has retired.

Vernon L. Gish, whose promotion to auditor of disbursements of the St. Louis Southwestern, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of July 21, was born at Stafford, Kan., on March 14, 1890. He entered railway service on September 29, 1907, in the operating department of the Peoria & Eastern at Indianapolis, Ind., and two years later he went with the Cleveland, Cincinnati, Chicago & St. Louis (now part of the New York Central system) with the same headquarters. On December 31, 1913, Mr. Gish resigned to enter the service of the Missouri Pacific's operating department at Illmo, Mo., later being transferred to St. Louis. On July 8, 1915, he went with the St. Louis Southwestern.

P. J. Kendall, assistant general auditor of the Southern Pacific at San Franscisco, Cal., has been promoted to general auditor, with the same headquarters, succeeding **F. L. McCaffery,** who has been granted a

News Department continued on next left-hand page

Over the Alleghenies

. . . to the Atlantic

In 1944 the Chesapeake and Ohio delivered at Newport News 6,526,000 tons of coal, hauled over the Alleghenies from the coal fields by locomotives especially designed for tough mountain grades.

For this service the Chesapeake and Ohio's fleet of Lima-built 2-6-6-6 steam locomotives has been steadily increased, until forty-five of these "Allegheny" type giants are now speeding coal to the seaboard to help maintain the war effort.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED INCORPORATED, LIMA, OHIO

leave of absence pending his retirement effective August 31. **U. E. Nordeen,** auditor, has been advanced to assistant general auditor, with headquarters as before at San Francisco, relieving Mr. Kendall.

Mr. McCaffery was born at Camp Baker, Mont., on December 5, 1878, and entered railway service in August, 1902, as a clerk in the office of the auditor of disbursements of the Southern Pacific at San Francisco. Four years later he was advanced to traveling accountant out of that office, and in June, 1909, he was appointed special accountant in the auditor's office. Three years later Mr. McCaffery was promoted to chief clerk of the outside companies' bureau, in which position he remained until February 1, 1914, when he was further advanced to auditor of disbursements. During federal control of the railroads he served as corporate auditor, being appointed assistant auditor at the close of federal control on March 1, 1920. Five years later he was advanced to auditor holding that position until July, 1932, when he was promoted to the position he held until his recent leave of absence.

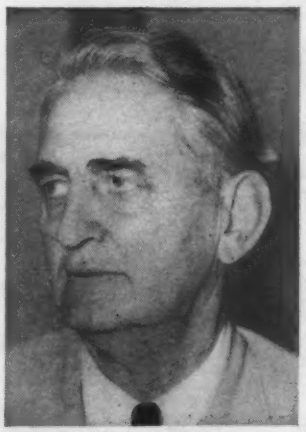
Thomas James Gracey, whose appointment as assistant comptroller of the Canadian National at Montreal, Que., was announced in the *Railway Age* of July 28,

Thomas James Gracey

was born at Kingston, Ont., on March 21, 1889, and entered railroading in February, 1908, as a stenographer for the Temiskaming & Northern Ontario, serving as clerk, chief clerk to the superintendent, and superintendent's accountant successively until June, 1915, when he was appointed auditor. On February 16, 1920, he joined the Canadian National as assistant auditor of disbursements at Toronto, Ont., and three years later he became assistant regional comptroller at Winnipeg, Man. He served as regional auditor at Winnipeg from June, 1930, to May, 1938, when he was named auditor of the Grand Trunk Western (a Canadian National subsidiary) at Detroit, Mich., the position he held at the time of his recent appointment as assistant comptroller of the Canadian National at Montreal.

A. E. Tate, assistant treasurer of the Southern at Washington, D. C., has been promoted to treasurer with the same headquarters, succeeding **Maury Middleton,** who has retired after 46 years of railroad service. **J. B. Early,** assistant treasurer at Washington, has been named to succeed Mr. Tate, and **M. G. Chew,** cashier at Washington, has been appointed assistant treasurer succeeding Mr. Early. **R. H. Smith,** executive assistant at Washington, has been advanced to cashier replacing Mr. Chew.

Mr. Tate, who was born at Rutledge, Tenn., on January 27, 1882, entered railroading with the Southern at LaFollette, Tenn., on March 1, 1901, as a clerk, and in December, 1903, he was transferred to the accounting department in Washington. He transferred to the Southern's treasury department in July, 1907, serving there in various clerical capacities until he was appointed assistant to the federal treasurer of the United States Railroad Administration. He returned to the Southern on



A. E. Tate

March 1, 1920, as assistant cashier, and in July, 1926, he was named assistant treasurer, the position he held at the time of his recent promotion to treasurer.

Mr. Middleton was born at Washington on January 13, 1880, and entered railroading as a clerk in the office of the treasurer of the Southern at Washington in May, 1899. He served as chief clerk from 1907 to October, 1908, when he was named assistant cashier, becoming assistant treasurer and assistant cashier in 1914. During federal control Mr. Middleton served as cashier and as a local federal treasurer of the U. S. Railroad Administration, and he returned to the Southern as assistant local treasurer in March, 1920, being promoted to assistant treasurer the following November. On July 8, 1926, he was advanced to treasurer, the post he held at the time of his retirement.

OPERATING

Frank Lockwood, freight agent of the Chicago, Rock Island & Pacific at Minneapolis, Minn., has been promoted to assistant superintendent of station service and freight claim prevention, with headquarters at Chicago.

Walter S. Moore, whose promotion to division superintendent of the Louisville & Nashville, with headquarters at Louisville, Ky., was reported in the *Railway Age* of July 21, was born at Fresno, Cal., on January 13, 1886, and received his higher education at Vanderbilt University, Nashville, Tenn. He entered railway service in 1907 with the L. & N., at Nashville, subsequently holding various positions in the engineering department at that point and at Paris,

Walter S. Moore

Tenn., and Pensacola, Fla. In 1913 Mr. Moore was promoted to engineer maintenance of way of the Louisville & Atlantic (part of the L. & N.), with headquarters at Versailles, Ky., and three years later he was transferred to the Louisville, Henderson & St. Louis (also a part of the L. & N.), with headquarters at Louisville. In 1931 he was advanced to division engineer on the L. & N., at Louisville, the position he held at the time of his new appointment.

Leonard H. Hale, whose promotion to division superintendent of the Denver & Rio Grande Western, with headquarters at Alamosa, Colo., was reported in the *Railway Age* of July 28, was born at Willard, Mo., on January 12, 1893, and attended Eastern University, Claremore, Okla. He entered railway service in 1912 as a student telegraph operator of the St. Louis-San Francisco at Sapulpa, Okla., during school vacations, subsequently serving as tele-

Leonard H. Hale

graph operator, tank car distributor and train dispatcher at various points of the Frisco until September, 1918, when he went with the D. & R. G. W., as a dispatcher at Glenwood Springs, Colo. In 1933 he was transferred to Grand Junction, Colo., and three years later he was promoted to chief dispatcher, with headquar-

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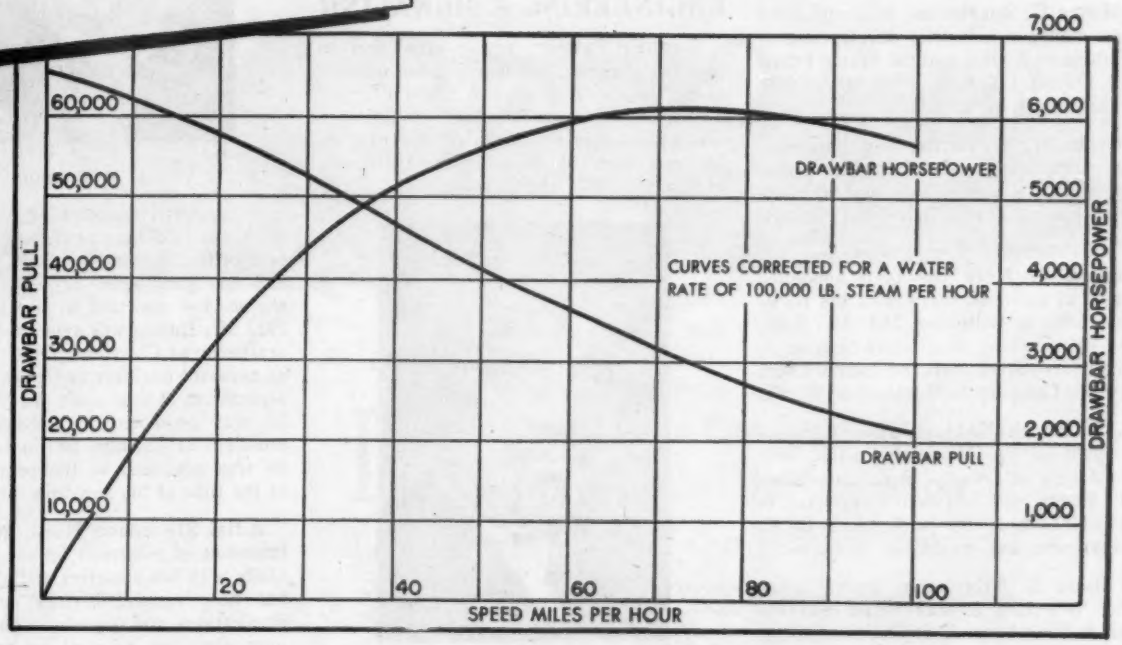
DRAWBAR HORSEPOWER

The Franklin System of Steam Distribution

applied to

The Pennsylvania Railroad's

T-1 Locomotives



"The T-1 locomotive developed a maximum of 6100 drawbar horsepower, which is 46 percent more than that of any other locomotive ever tested on the (Altoona) plant. * * *

"The T-1 locomotive was designed to haul a trailing load of 880 tons on level tangent track at a speed of 100 m.p.h. This requires a horsepower at the rear of the tender of 2980. If wind and engine and tender truck resistances are deducted from the drawbar pull shown in the graph, it is found that the T-1 locomotive develops 4100 horsepower at the rear of the tender at 100 m.p.h., which is about 38% greater than necessary to meet the requirements."

Quotation from paper by Ralph P. Johnson, Chief Engineer of the Baldwin Locomotive Works, read before the New York Railroad Club, May 17, 1945.

FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK • CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

ters at Salida, Colo. In June, 1937, Mr. Hale was transferred to Grand Junction, and in November, 1939, he was advanced to inspector of transportation at Denver, Colo. In 1942 he was promoted to trainmaster at Grand Junction, and one year later to assistant superintendent of transportation, with headquarters at Denver, the position he held at the time of his new promotion.

TRAFFIC

W. L. Bailes, assistant to the general freight traffic manager of the Chesapeake & Ohio at Richmond, Va., has been promoted to assistant freight traffic manager, with headquarters at Chicago.

Thomas C. Sparks has been appointed eastern manager industrial development of the Baltimore & Ohio and the Staten Island Rapid Transit (B. & O. subsidiary), with headquarters at New York.

Joseph W. Edwards, city passenger agent of the Richmond, Fredericksburg & Potomac at Richmond, Va., has been appointed general agent, passenger department.

Eugene J. Kerr has been appointed manager of technical services of the Baltimore & Ohio at Baltimore, Md. Mr. Kerr, whose appointment is effective August 1, has been associated with the Island Creek Coal Sales Company at Huntington, W. Va.

H. R. Smith has been appointed general agent of the Missouri Pacific, with headquarters at Waco, Tex., succeeding **A. T. Peers,** who has been transferred to El Paso, Tex., where he replaces **B. C. Dooley,** who has retired.

William E. Erlenbach, general agent of the Wheeling & Lake Erie and the Lorain & West Virginia at Cleveland, Ohio, has been appointed general freight agent with the same headquarters; and **Roy O. Hanson** has been named to succeed him as general agent at Cleveland.

Howard J. Petersen, general agent of the Toledo, Peoria & Western at Wichita, Kan., has been promoted to assistant general freight agent, with headquarters at Chicago, succeeding **Mack Hulse,** who has resigned. **C. C. Proctor** has been appointed general agent at Wichita, replacing Mr. Petersen.

William H. Russell, assistant general freight agent of the Southern at Atlanta, Ga., has been appointed general industrial agent there, a newly-created position. **Ernest J. West,** commercial agent at Greensboro, N. C., has been promoted to district freight agent with the same headquarters, and **Eugene B. Spence,** commercial agent at Orlando, Fla., has been named industrial agent at Atlanta.

Otto H. Hoffman, division passenger agent of the Lehigh Valley at Rochester, N. Y., has been appointed general eastern passenger agent at New York, succeeding **S. W. Gafner,** deceased. **James R. Buckley,** division passenger agent at Newark, N. J., has been transferred to Rochester succeeding Mr. Hoffman, and **John A. Dobson,** passenger service representative at New York, has been named division passenger agent at Newark to replace Mr. Buckley.

P. J. Tierney, freight traffic manager of the Chesapeake & Ohio at Richmond, Va., has been appointed assistant general freight traffic manager with the same headquarters. **J. P. Kelley,** assistant to the vice-president, traffic, at Cleveland, Ohio, has been named freight traffic manager at Richmond succeeding Mr. Tierney. **T. Jefferson, Jr.,** general freight agent at Richmond, has been promoted to assistant freight traffic manager there; and **D. L. O'Connor,** division freight agent at Richmond, has been advanced to general freight agent at Huntington, W. Va.

ENGINEERING & SIGNALING

Guy P. Palmer, whose promotion to regional engineer, construction and maintenance, of the Baltimore & Ohio Chicago Terminal, with headquarters at Chicago, was reported in the *Railway Age* of July 14, was born at Winchester, Mass., on March 29, 1883, and is a graduate of the

Guy P. Palmer

Massachusetts Institute of Technology. He entered railway service on February 5, 1905, as an assistant on the engineering corps of the Baltimore & Ohio at Chicago, and in February, 1906, he was transferred to Newark, N. J., being transferred back to Chicago three months later. In 1909 Mr. Palmer was promoted to construction assistant at Chicago and in 1910 he was advanced to assistant engineer, maintenance of way, with the same headquarters. One year later he was promoted to division engineer, also with headquarters at Chicago. In 1918 he was appointed engineer, maintenance and construction, of the B. & O. C. T., the position he held at the time of his new promotion.

A. P. Button, designing engineer of the New York Central, Lines West of Buffalo, at Chicago, has been advanced to assistant to the chief engineer, with the same headquarters, succeeding **Neil D. Hyde,** whose promotion to assistant to the vice-president is reported elsewhere in these columns.

Mr. Button was born at Schaghticoke, N. Y., on August 1, 1888, and attended Rensselaer Polytechnic Institute. He entered railway service in 1909 as a rodman of the New York Central & Hudson River (now the New York Central), at Albany, N. Y., and one year later he was promoted to draftsman, with headquarters at Rome, N. Y. He later served in the same position at Albany and New York. In 1916 Mr. Button was advanced to engineer of barge canal crossings, and two years later he

A. P. Button

was appointed assistant engineer at New York. In 1919 he was made assistant engineer of tracks, with the same headquarters, and one year later he was promoted to engineering assistant to the president. In 1922 Mr. Button was appointed engineering draftsman at Cleveland, Ohio, later serving as assistant engineer and engineer of grade separations at that point. In October, 1939, he was promoted to engineer of grade crossings at Chicago, and in January, 1944, he was advanced to the position he held at the time of his new appointment.

Adlai Stevenson Hunt, general superintendent of telegraph on the Baltimore & Ohio, with headquarters at Baltimore, Md., has been appointed chief engineer communications and signals, with jurisdiction over signaling as well as telegraph and telephone on the Baltimore & Ohio. Mr. Hunt was born on June 10, 1892, in Marion, Ill. He entered railway service as a telegraph operator in an interlocking tower on the Atchison, Topeka & Santa Fe, at Dallas, Tex. Later he worked in a signal construc-

Adlai Stevenson Hunt

tion crew on the Chicago, Rock Island & Pacific when installing automatic block between Cameron Junction, Mo., and Eldon, Iowa, as well as on a project near El Reno, Okla. His next job was on the construction of automatic signals on the Trinity &

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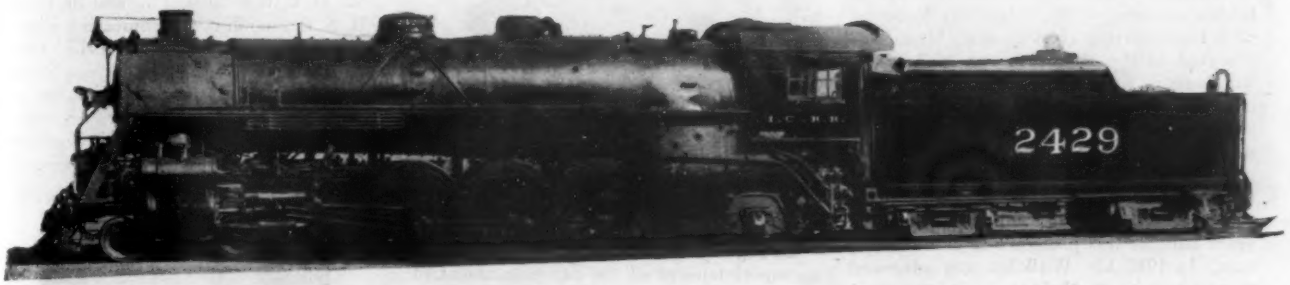
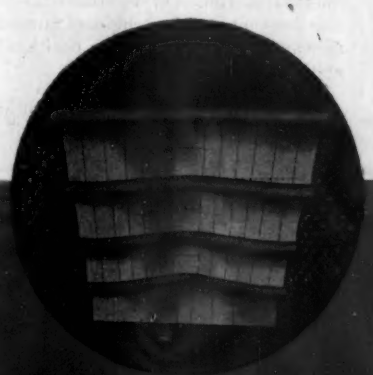
FIRST SECURITY CIRCULATORS

WERE INSTALLED *11 YEARS AGO*



IN August, 1934, the first Security Circulators were placed in operation in Locomotive 2429 of the Illinois Central. Since that time over 5600 Circulators have been ordered by 37 different railroads.

Security Circulators permit the use of a 100% arch and lengthen the life of the arch brick, at the same time that they improve the circulation of water over the crown sheet and in side water-legs.



AMERICAN ARCH COMPANY, INC.

NEW YORK · CHICAGO

SECURITY CIRCULATOR DIVISION

Brazos Valley. After the completion of this project, Mr. Hunt was employed by the Western Union Telegraph Company as a switchboard installer, and he remained with this company in various capacities including equipment supervisor until 1936, at which time he was appointed superintendent of telegraph on the Denver & Rio Grande Western, with headquarters in Denver, Colo. On January 1, 1944, Mr. Hunt was appointed superintendent of telegraph on the Baltimore & Ohio, with headquarters in Baltimore, and in July of the same year, he was promoted to general superintendent communications, which position he held until his recent appointment as chief engineer communications and signals.

William Walkden, whose retirement as bridge engineer of the Canadian National, with headquarters at Winnipeg, Man., was reported in the *Railway Age* of July 28, was born in England on June 11, 1885, and entered railway service in 1907 as a draftsman in the office of the chief engineer of the Canadian Northern at Winnipeg, which point has been his headquarters throughout his career. In 1909 he was transferred to the office of the bridge engineer and three years later he was promoted to chief draftsman. In 1916 Mr. Walkden was advanced to assistant to the bridge engineer and in 1919 he was further advanced to the position he held at the time of his retirement.

John L. Charles, whose promotion to chief engineer, Western region, of the Canadian National, with headquarters at Winnipeg, Man., was reported in the *Railway Age* of July 7, was born at Weybridge, England, on December 15, 1892. He entered railway service in 1910 as a rodman of the Grand Trunk Pacific (now the Grand Trunk Western) and a short time later he went with the Hudson Bay (a part of the Canadian National). He served overseas during World War I and returned to the Canadian National in 1919 in charge of branch lines. In 1923 Mr. Charles was promoted to terminal engineer on construction at Ft. William, Ont., and in 1927 he returned to the Hudson Bay. A short time later he was advanced to supervising engineer on location for the West and held that position until being called into military service by the Royal Canadian Engineers in the present war. Mr. Charles returned to the Canadian National in 1943 and shortly thereafter was promoted to principal engineer, Western region, the position he held at the time of his new appointment.

MECHANICAL

A. G. Kann, whose promotion to general superintendent of equipment of the Illinois Central, with headquarters at Chicago, was reported in the *Railway Age* of June 16, was born on August 23, 1894, and entered railway service with the I. C., on November 14, 1911, as an apprentice machinist at Waterloo, Iowa, subsequently serving as machinist, assistant night enginehouse foreman, air brake foreman and gang foreman, with the same headquarters. On November 16, 1929, Mr. Kann was promoted to general foreman, with headquarters at Council Bluffs, Iowa, and in 1931 he was transferred to Waterloo. On September 1, 1938, he was advanced to master mechanic at Champaign, Ill., and one year later he was transferred to Waterloo. On July 16, 1940, he was promoted to general

A. G. Kann

master mechanic, with headquarters at Waterloo, the position he held at the time of his new appointment.

George R. Andersen, whose promotion to superintendent of the car department of the Chicago & North Western, with headquarters at Chicago, was reported in the *Railway Age* of July 21, was born at Kankakee, Ill., on September 27, 1889, and is a graduate of DePaul University. He entered railway service on May 3, 1911, as a car inspector of the North Western at Milwaukee, Wis., later serving as chief car inspector and assistant car foreman at the same point. On March 1, 1920, he was promoted to general car foreman, with headquarters at Butler, Wis., and one year later he was advanced to assistant master car builder at Chicago. In 1925, Mr. Andersen was promoted to master car builder at Chicago, and on April 1, 1942, he was further advanced to assistant superintendent

George R. Andersen

of the car department, with the same headquarters, the position he held at the time of his new appointment.

PURCHASES AND STORES

Ottis O. Albritton, division storekeeper of the Illinois Central at Memphis, Tenn., has been promoted to assistant to the vice-president, purchases and stores, with headquarters at Chicago. **J. C. Blackwell,** stores inspector at Chicago, has been advanced to division storekeeper, with headquarters at McComb, Miss., succeeding **John W. Cockrill,** who has been transferred to Centralia, Ill., where he replaces **John W. Miles,** who in turn has been transferred to Memphis, relieving Mr. Albritton.

OBITUARY

Walter R. Parvin, chief engineer, maintenance of way, of the Pennsylvania's Eastern region with headquarters at Philadelphia, Pa., died on July 28 at Cape Charles, Va., where he had been vacationing. Mr. Parvin was born on March 15, 1892, at Wilkinsburg, Pa., and he received a B. S. degree in civil engineering from the University of Pittsburgh in 1915. He entered railroading with the Pennsylvania in June, 1912, as a chainman, and after serving in the first World War, he returned to that road as assistant supervisor—track, being promoted subsequently to supervisor

Walter R. Parvin

—track, at Jersey City, N. J. Thereafter he held various engineering positions at Philadelphia, Pittsburgh, Pa., and New York until 1929, when he was promoted to division engineer of the Delmarva division at Cape Charles, Va. After transferring to Chicago in 1934 and to Altoona, Pa., in 1937, he served on the chief engineer's staff at Philadelphia from 1938 to 1940, when he was named engineer, maintenance of way, of the Southwestern division at Indianapolis, Ind. On February 1, 1943, he was appointed chief engineer, maintenance of way, Eastern region, the position he held at the time of his death.

D. H. Streett, general eastern agent of the Chicago, Indianapolis & Louisville at New York, died on July 19.

Charles F. Strong, executive general agent of the Missouri Pacific, with headquarters at Harlingen, Tex., died in a Dallas (Tex.) hospital on July 23 following a heart attack.

Horace G. Jenkins, who retired in 1931 as assistant to the president of the Northwestern Pacific (now part of the Southern Pacific), died at his home in San Francisco, Cal., on July 24 following a heart attack.

Table of Operating Revenues and Expenses appears on next left-hand page

The *Invisible* Part is important

THE
SUPERHEATER
COMPANY
Representative of AMERICAN THROTTLE COMPANY, INC.
60 East 42nd Street, NEW YORK
122 S. Michigan Ave., CHICAGO
Montreal, Canada, THE SUPERHEATER COMPANY, LTD.

Invisible to the eye... the heart is essential to life. Trouble with this organ is quickly reflected in the actions of the individual.

Also invisible to the eye are the internal surfaces of superheater units. They must be in good condition, or locomotive performance will suffer. Superheater units carry the flow of steam to the cylinders, and their external surfaces are subjected to abuses of heat and cinder abrasion.

When superheater units need attention, have them remanufactured by the Elesco remanufacturing service... where the invisible and visible parts of the units are carefully checked and tubing renewed when old tubing does not pass the test.

Superheaters • Superheater Pyrometers • Exhaust Steam Injectors • Steam Dryers • Feedwater Heaters • American Throttles

Operating Revenues and Operating Expenses of Class I Steam Railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF MAY, 1945 AND 1944

Item	United States		Eastern District		Southern District		Western District	
	1945	1944	1945	1944	1945	1944	1945	1944
Miles of road operated at close of month	228,528	228,698	56,005	56,104	43,329	43,384	129,194	129,210
Revenues:								
Freight	$626,427,193	$600,068,677	$226,796,983	$234,184,647	$118,002,013	$115,102,228	$281,628,197	$250,781,802
Passenger	138,934,755	150,066,455	57,307,889	60,093,903	25,036,216	29,343,731	56,590,650	60,628,821
Mail	10,537,694	10,426,418	3,598,524	3,491,909	1,848,148	1,921,795	5,091,022	5,012,714
Express	14,587,319	11,994,264	4,391,463	3,937,807	2,263,201	1,876,413	7,932,655	6,180,044
All other operating revenues	32,537,645	31,499,808	14,331,734	13,531,872	4,458,964	4,230,602	13,746,947	13,737,334
Railway operating revenues‡	823,024,606	804,055,622	306,426,593	315,240,138	151,608,542	152,474,769	364,989,471	336,340,715
Expenses:								
Maintenance of way and structures	111,399,454	109,958,452	39,504,066	40,745,446	19,722,382	18,456,959	52,173,006	50,756,047
Depreciation	9,771,641	8,824,048	4,254,146	3,804,155	1,561,236	1,457,878	3,956,259	3,562,015
Retirements	853,364	2,105,990	219,204	885,275	122,010	134,785	512,150	1,085,930
Deferred maintenance	*666,481	*791,485	*221,071	*144,595	.....	.....	*445,410	*646,890
Amortization of defense projects	2,217,682	1,709,330	637,768	523,047	368,275	320,425	1,211,639	865,858
Equalization	*660,448	*1,918,560	*880,684	*1,662,691	366,776	19,749	*146,540	*275,618
All other	99,883,696	100,029,129	35,494,703	37,340,255	17,304,085	16,524,122	47,084,908	46,164,752
Maintenance of equipment	140,811,518	134,356,641	57,069,500	56,377,557	27,437,161	25,471,176	56,304,857	52,507,908
Depreciation	17,982,337	17,932,207	7,610,738	7,582,091	3,589,390	3,566,859	6,782,209	6,783,257
Retirements	*56,238	2,328	*7,620	2,328	*30,721	.....	*17,897	.....
Deferred maintenance and major repairs	*166,962	*222,879	.....	2,395	.....	.....	*166,962	*225,274
Amortization of defense projects	17,689,048	13,717,412	5,948,207	4,512,935	4,339,436	3,508,228	7,401,405	5,696,249
Equalization	100,073	5,471	2,596	19,827	79,410	*29,572	18,067	15,216
All other	105,263,260	102,922,102	43,515,579	44,257,981	19,459,646	18,425,661	42,288,035	40,238,460
Traffic	12,014,745	11,276,190	4,306,369	4,063,621	2,285,241	2,067,210	5,423,135	5,145,359
Transportation—Rail line	256,339,599	244,755,639	111,766,478	108,910,499	43,555,931	41,888,147	101,017,190	93,956,993
Transportation—Water line	130	822	.....	.....	.....	.....	130	822
Miscellaneous operations	9,807,836	9,827,307	3,575,752	3,497,804	1,489,833	1,624,120	4,742,251	4,705,383
General	17,290,467	16,592,202	6,798,626	6,619,113	3,329,940	3,210,284	7,161,901	6,762,805
Railway operating expenses	547,663,749	526,767,253	223,020,791	220,214,040	97,820,488	92,717,896	226,822,470	213,835,317
Net revenue from railway operations	275,360,857	277,288,369	83,405,802	95,026,098	53,788,054	59,756,873	138,167,001	122,505,398
Railway tax accruals	158,282,321	161,008,019	39,602,486	51,026,801	33,484,726	37,425,690	85,195,109	72,555,528
Pay-roll taxes	19,726,509	19,401,445	8,106,292	8,091,432	3,459,381	3,385,667	8,160,836	7,924,346
Federal income taxes†	112,499,335	115,480,453	19,927,242	31,729,234	24,968,899	28,741,970	67,603,194	55,009,249
All other taxes	26,056,477	26,126,121	11,568,952	11,206,135	5,056,446	5,298,053	9,431,079	9,621,933
Railway operating income	117,078,536	116,280,350	43,803,316	43,999,297	20,303,328	22,331,183	52,971,892	49,949,870
Equipment rents—Dr. balance	13,702,012	13,373,324	6,184,364	6,039,585	641,989	1,100,785	6,875,659	6,232,954
Joint facility rent—Dr. balance	3,450,533	3,731,681	1,743,026	1,681,049	393,019	415,632	1,314,488	1,635,000
Net railway operating income	99,925,991	99,175,345	35,875,926	36,278,663	19,268,320	20,814,766	44,781,745	42,081,916
Ratio of expenses to revenues (per cent)	66.5	65.5	72.8	69.9	64.5	60.8	62.1	63.6

FOR FIVE MONTHS ENDED WITH MAY, 1945 AND 1944

Item								
Miles of road operated at close of month	228,538	228,797	56,007	56,112	43,332	43,385	129,199	129,300
Revenues:								
Freight	$2,939,618,606	$2,857,975,300	$1,098,551,692	$1,118,051,506	$574,782,309	$559,441,467	$1,266,284,605	$1,180,482,327
Passenger	666,866,919	720,413,627	272,984,132	283,711,315	132,023,722	146,057,519	261,859,065	290,644,793
Mail	52,922,880	51,611,339	17,691,821	17,206,180	9,377,057	9,781,630	25,854,002	24,623,529
Express	69,283,063	60,614,804	20,620,557	20,497,885	10,661,245	10,015,573	38,001,261	30,101,346
All other operating revenues	150,789,286	145,981,108	66,306,385	62,587,651	21,293,132	20,727,499	63,189,769	62,665,958
Railway operating revenues‡	3,879,480,754	3,836,596,178	1,476,154,587	1,502,054,537	748,137,465	746,023,688	1,655,188,702	1,588,517,953
Expenses:								
Maintenance of way and structures	511,601,007	494,104,131	186,356,964	187,275,844	92,712,812	86,659,206	232,531,231	220,169,081
Depreciation	48,504,883	44,086,335	21,241,809	19,037,733	7,791,253	7,284,134	19,471,821	17,764,468
Retirements	2,712,755	5,630,858	620,752	1,989,365	584,056	480,570	1,507,947	3,160,923
Deferred maintenance	*2,118,853	*2,677,627	*543,901	*466,516	.....	.....	*1,574,952	*2,211,111
Amortization of defense projects	10,693,398	7,251,563	3,221,369	2,378,956	1,812,678	1,288,052	5,659,351	3,584,555
Equalization	16,195,947	14,403,654	8,232,606	6,949,777	4,316,008	2,502,006	3,647,333	4,951,871
All other	435,612,877	425,409,348	153,584,329	157,386,529	78,208,817	75,104,444	203,819,731	192,918,375
Maintenance of equipment	685,246,832	653,498,712	279,157,690	274,830,590	130,964,608	121,907,275	275,124,534	256,760,847
Depreciation	89,415,394	88,501,622	37,703,881	37,415,666	17,903,044	17,760,485	33,808,469	33,325,471
Retirements	*75,346	2,328	*15,719	2,328	*39,521	.....	*20,106	.....
Deferred maintenance and major repairs	*728,321	*666,431	*10,099	13,939	.....	.....	*718,222	*680,370
Amortization of defense projects	86,832,996	66,516,176	28,882,773	21,960,012	21,048,602	17,319,315	36,901,621	27,236,849
Equalization	654,087	430,914	*20,503	66,764	530,298	237,558	144,292	126,592
All other	509,148,022	498,714,103	212,617,357	215,371,881	91,522,185	86,589,917	205,008,480	196,752,305
Traffic	58,958,077	54,952,584	21,022,072	19,896,855	11,149,097	9,881,862	26,786,908	25,173,867
Transportation—Rail line	1,264,081,686	1,224,925,918	566,835,086	550,461,165	215,064,130	207,468,242	482,182,470	466,996,511
Transportation—Water line	1,125	2,001	.....	.....	.....	.....	1,125	2,001
Miscellaneous operations	48,046,140	48,905,344	17,681,770	17,227,346	7,561,074	8,201,421	22,803,296	23,476,577
General	86,103,628	82,922,628	34,569,621	33,431,361	16,578,266	15,845,816	34,955,741	33,645,451
Railway operating expenses	2,654,038,495	2,559,311,318	1,105,623,203	1,083,123,161	474,029,987	449,963,822	1,074,385,305	1,026,224,335
Net revenue from railway operations	1,225,442,259	1,277,284,860	370,531,384	418,931,376	274,107,478	296,059,866	580,803,397	562,293,618
Railway tax accruals	710,046,429	743,614,654	177,644,247	218,776,090	173,854,960	185,725,136	358,547,222	339,113,428
Pay-roll taxes	96,315,809	95,424,256	40,426,217	40,277,521	16,747,838	16,790,208	39,141,754	38,356,527
Federal income taxes†	488,563,359	522,624,930	83,966,704	125,948,805	131,496,936	143,154,213	273,099,719	253,521,912
All other taxes	125,167,261	125,565,468	53,251,326	52,549,764	25,610,186	25,780,715	46,305,749	47,234,989
Railway operating income	515,395,830	533,670,206	192,887,137	200,155,286	100,252,518	110,334,730	222,256,175	223,180,190
Equipment rents—Dr. balance	58,748,956	63,398,178	31,111,568	29,573,862	1,131,911	4,491,345	26,505,477	29,332,971
Joint facility rent—Dr. balance	16,969,836	17,363,939	8,485,329	8,384,713	1,840,824	1,938,989	6,643,683	7,040,237
Net railway operating income	439,677,038	452,908,089	153,290,240	162,196,711	97,279,783	103,904,396	189,107,015	186,806,982
Ratio of expenses to revenues (per cent)	68.4	66.7	74.9	72.1	63.4	60.3	64.9	64.6

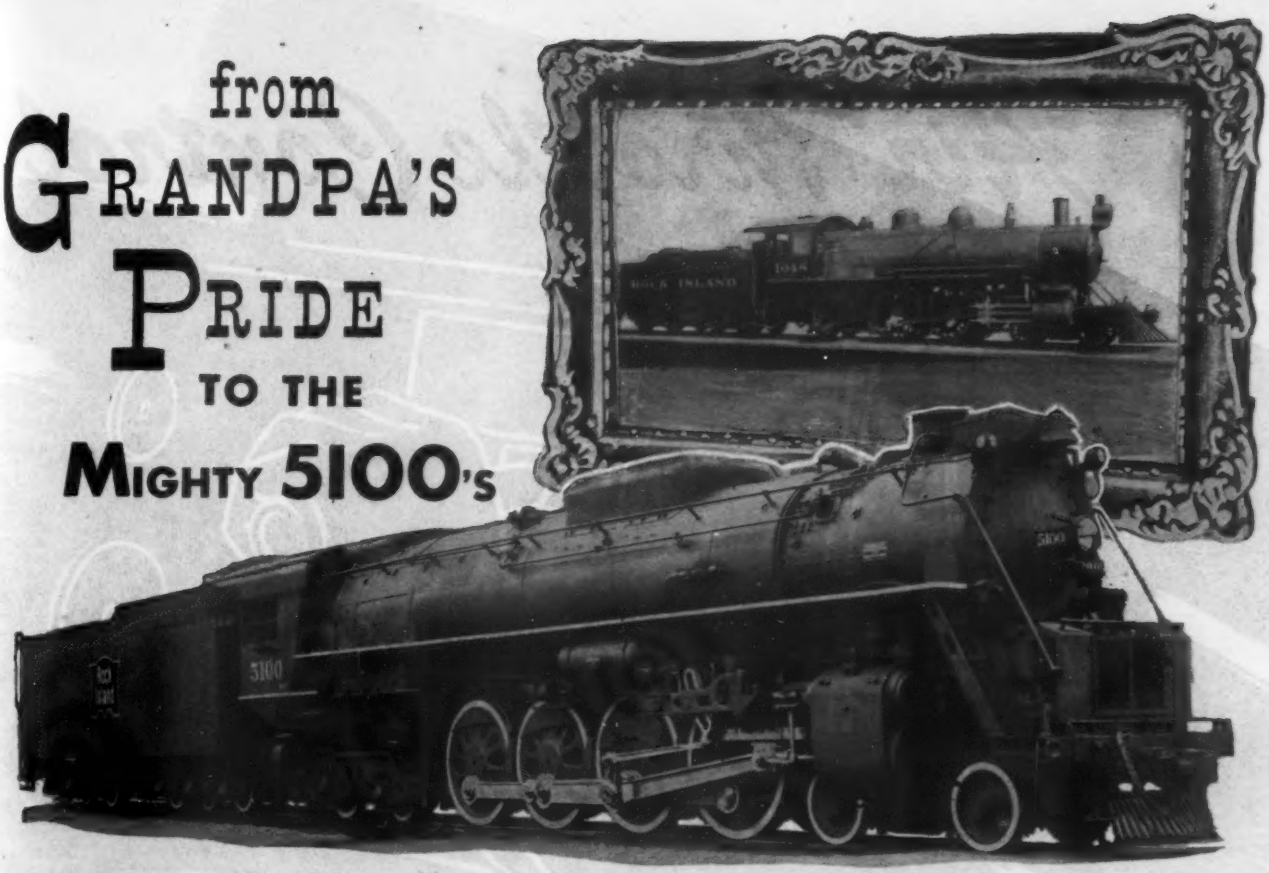
* Decrease, deficit, or other reverse items.

† Includes income tax, surtax, and excess-profits tax.

‡ Railway operating revenues are after deduction of $17,165,272 for the five months ended with May, 1945, and $19,618,038 for the five months ended with May, 1944, to create a reserve for land grant deductions in dispute.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

from GRANDPA'S PRIDE TO THE MIGHTY 5100's



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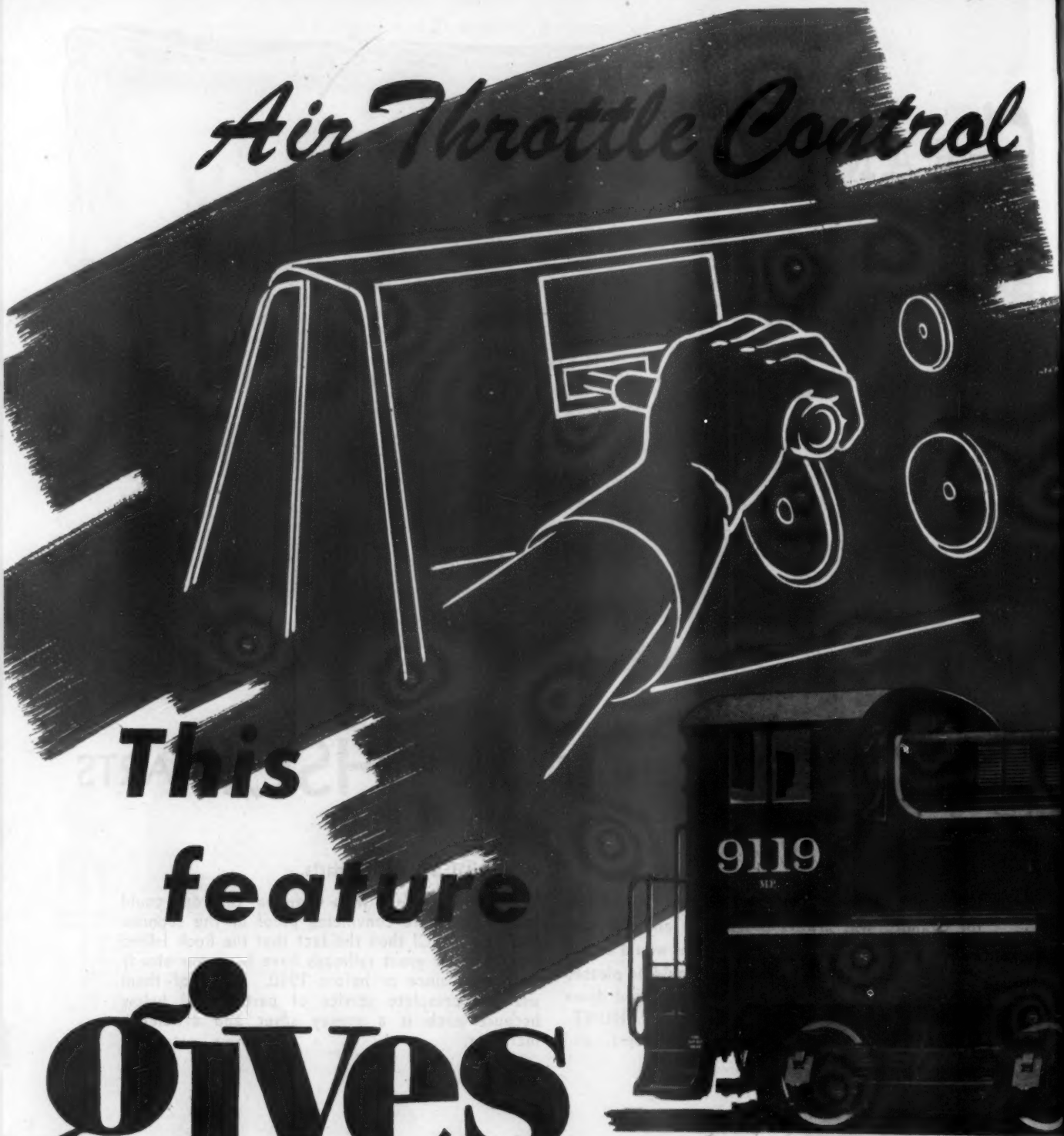

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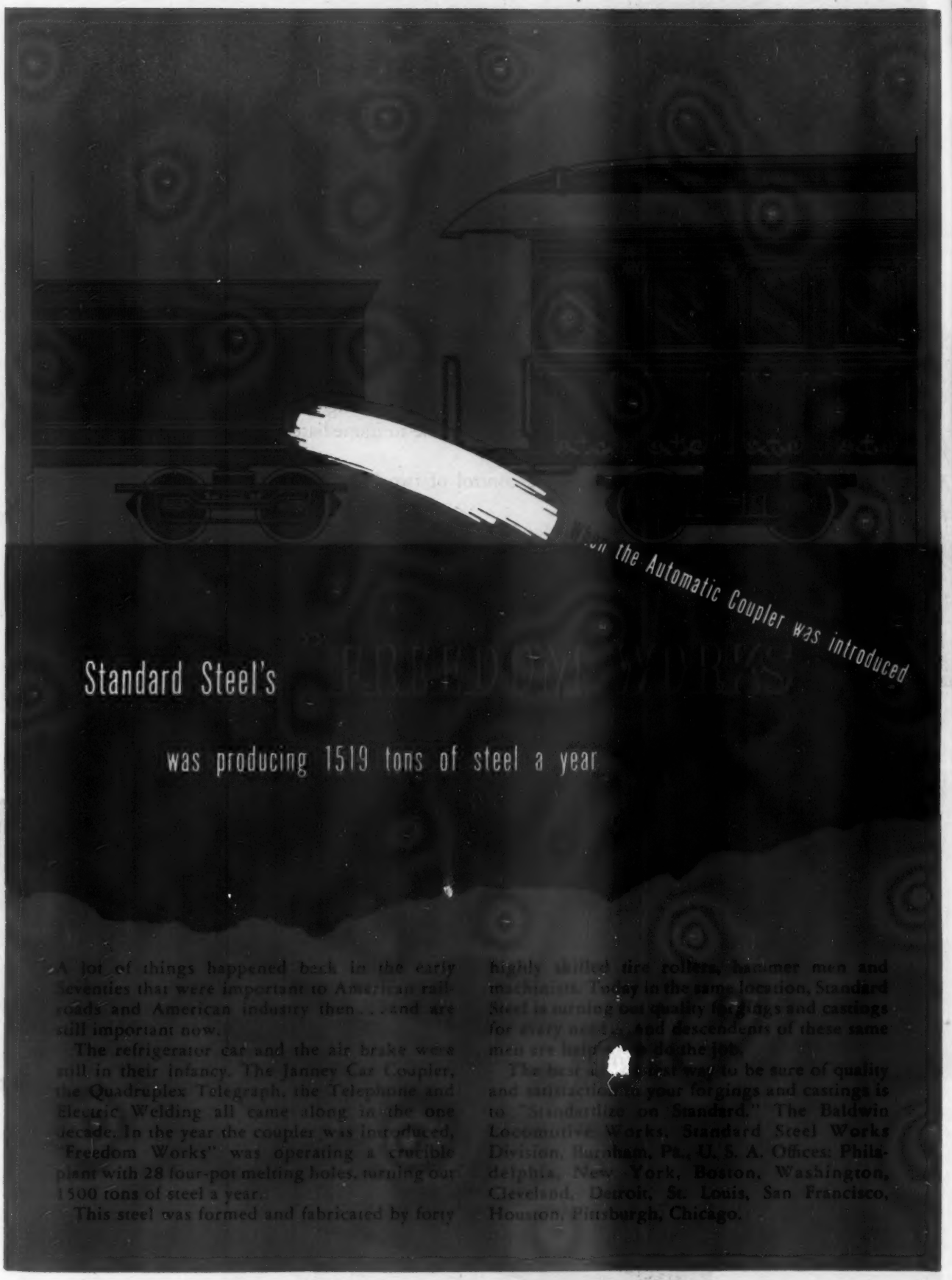
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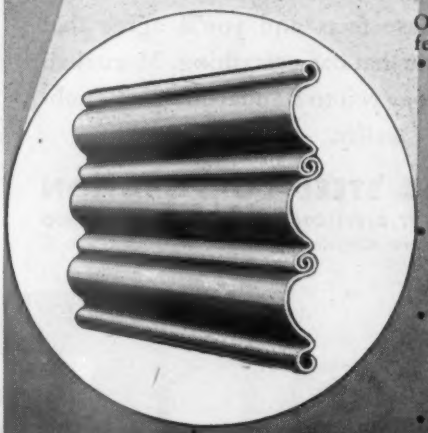

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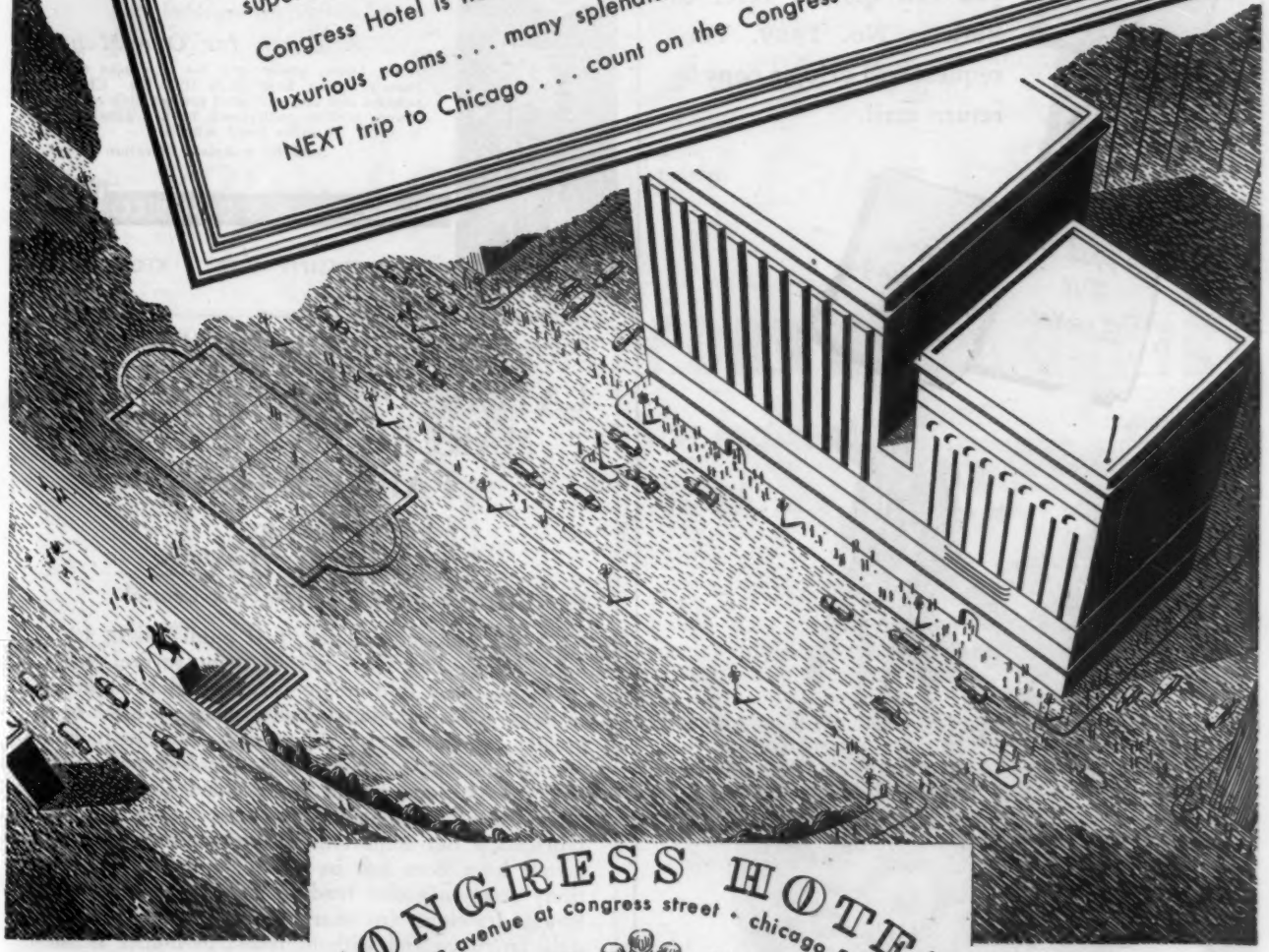

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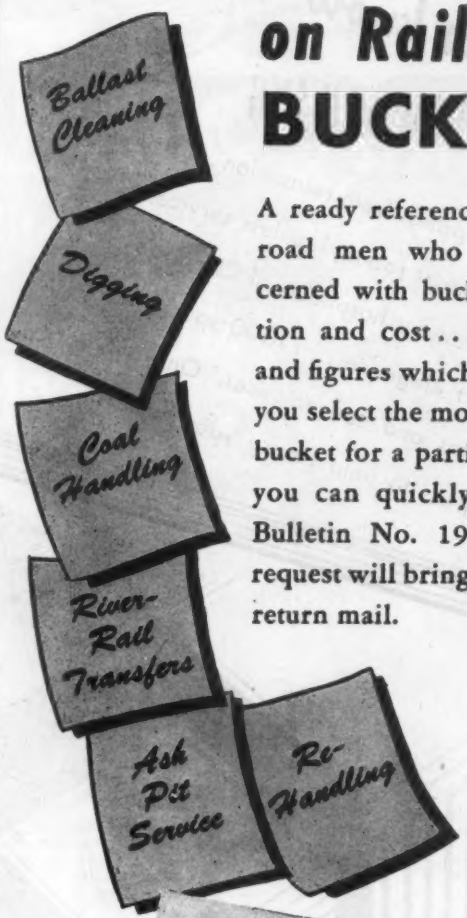

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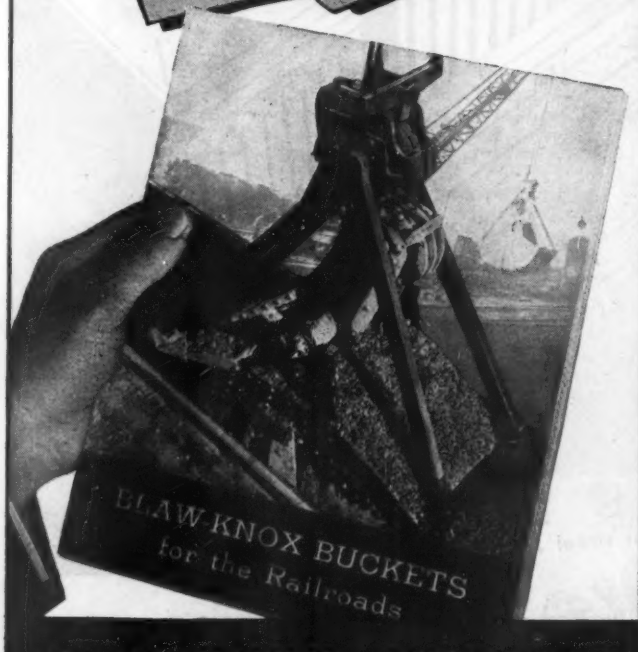

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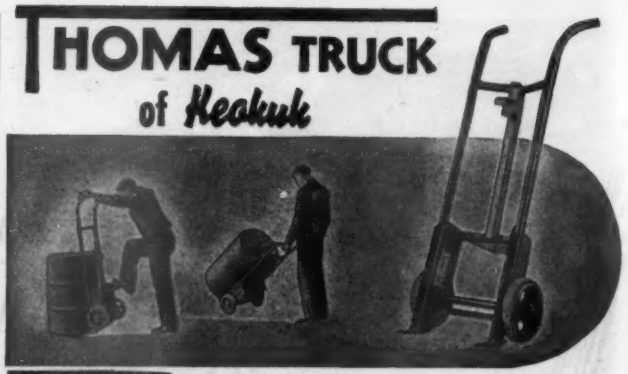

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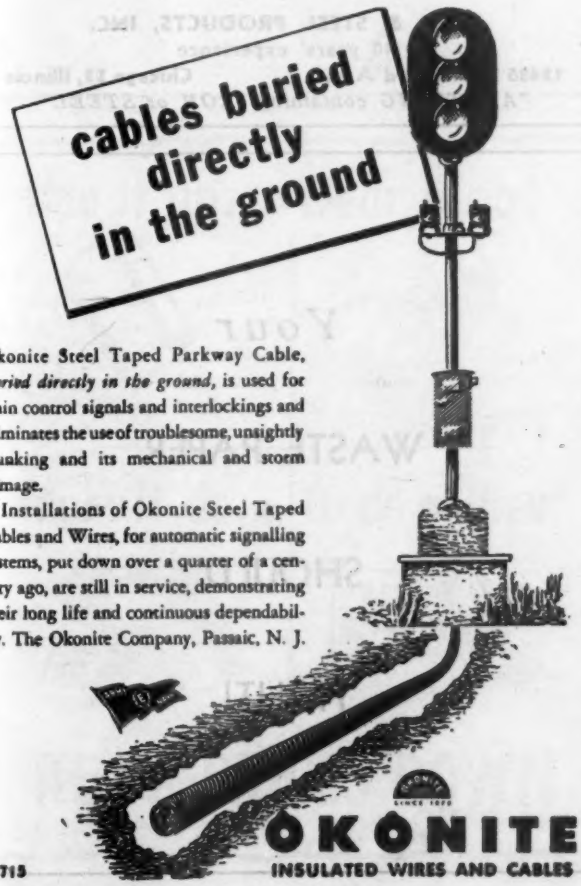

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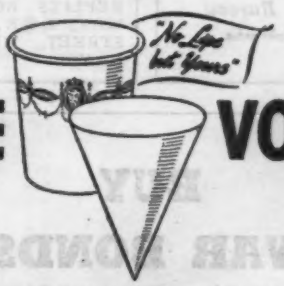

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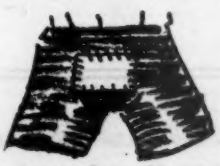

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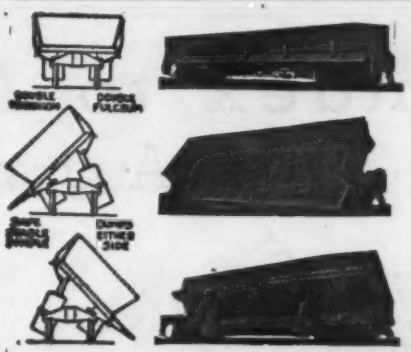

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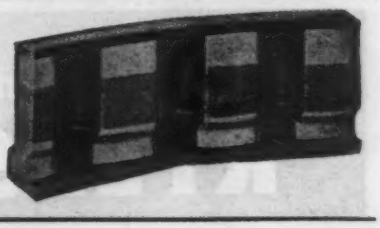

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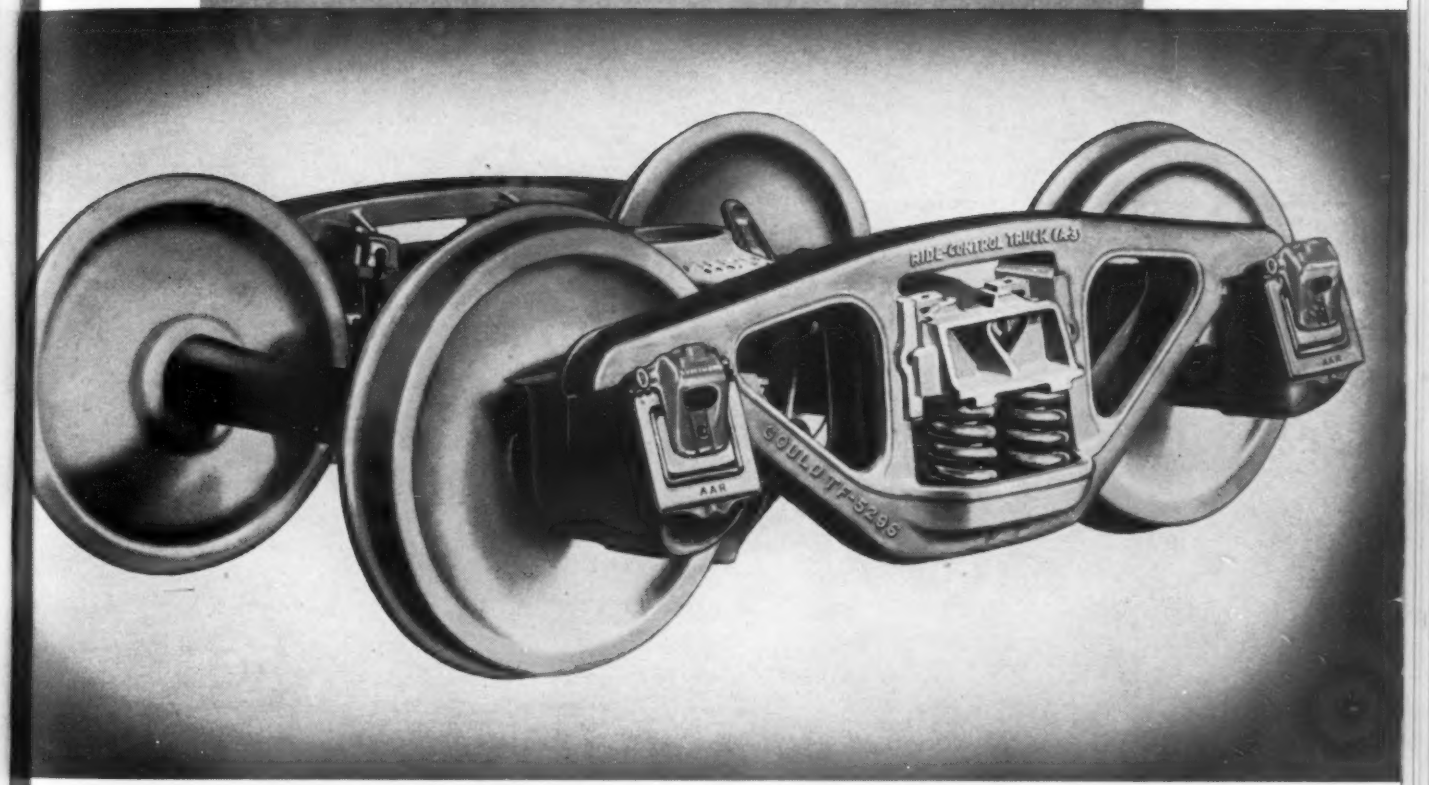

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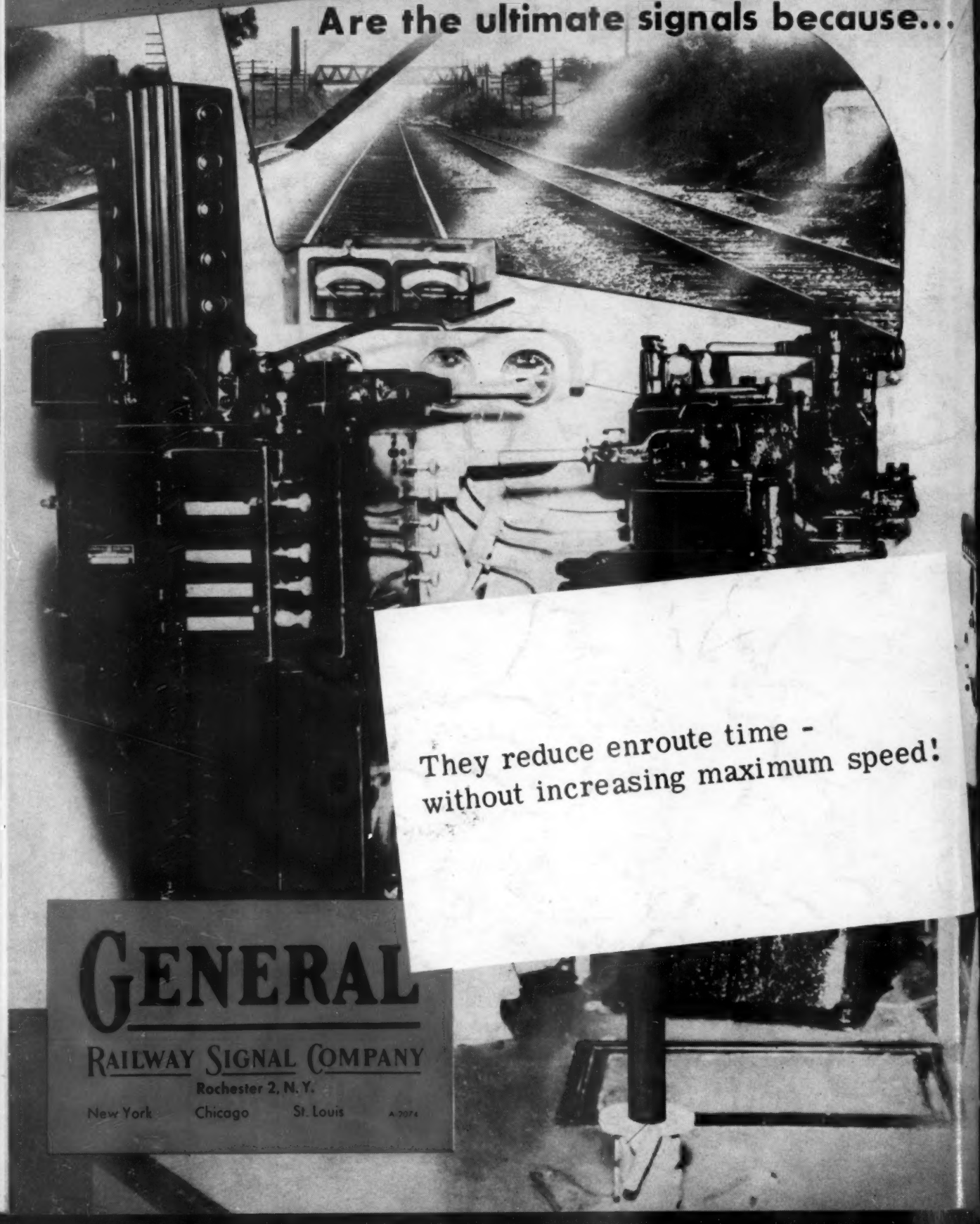

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